JOHN WAIHEE
GOVERNOR

'94 MAY 19 A6:23

OFC. OF ENVIRONMENTAL QUALITY CONTROL

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P. O. BOX 119, HONOLULU, HAWAII 96810

ROBERT P. TAKUSHI
COMPTROLLER

LLOYD I. UNEBASAMI
DEPUTY COMPTROLLER

LETTER NO. (P)1441.4

MAY 18 1994

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

Dear Mr. Choy:

Subject: Final EA for Kaaawa Elementary School
Pedestrian Access
Negative Declaration
TMK 5-1-02:26-32 Kaaawa, Oahu, Hawaii

The Department of Accounting and General Services has reviewed the comments received during the 30-day public comment period which began on March 8, 1994. The agency has determined that this project will not have any significant environmental effect and has issued a negative declaration. Please publish this notice in the June 8, 1994 OEQC Bulletin.

We have enclosed a completed OEQC Bulletin Publication Form and four copies of the final EA. If there are any questions, please have your staff call Mr. Allen Yamanoha of the Planning Branch at 586-0483.

Very truly yours,

GORDON MATSUOKA
State Public Works Engineer

AY:jk
Attachments

61

1994-06-08-OA-FEA - Kaaawa Elementary School Site Selection

JUN - 8 1994

DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES

KAAAWA ELEMENTARY SCHOOL PEDESTRIAN ACCESS

KAAAWA, KOOLAULOA, OAHU, HAWAII

SITE SELECTION STUDY AND FINAL ENVIRONMENTAL ASSESSMENT

(NEGATIVE DECLARATION)

Prepared for: *DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES STATE OF HAWAII*

Prepared by: *WILSON OKAMOTO & ASSOCIATES, INC HONOLULU, HAWAII*

MAY 1994

SITE SELECTION STUDY AND ENVIRONMENTAL ASSESSMENT FOR

KAAAWA ELEMENTARY SCHOOL PEDESTRIAN ACCESS

KAAAWA, KOOLAULOA, OAHU, HAWAII

(NEGATIVE DECLARATION)

Prepared for:
Department of Accounting and General Services (DAGS)
State of Hawaii

Prepared by:
Wilson Okamoto and Associates, Inc.
Engineers, Architects and Planners
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

May 1994

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PREFACE

This final environmental assessment is prepared pursuant to Chapter 343, Hawaii Revised Statutes, and Title 11, Chapter 200, Administrative Rules, Department of Health, State of Hawaii. Proposed is an agency action by the Department of Accounting and General Services (DAGS).

The document incorporates the methodology and results of the Site Selection Study which was undertaken to identify candidate school sites for the proposed Kaaawa Elementary School Pedestrian Access. The Site Selection Study does not recommend a preferred site, but identifies the relative advantages and disadvantages of the sites to facilitate discussion and decision-making on a final site.

SUMMARY

DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
KAAAWA ELEMENTARY SCHOOL PEDESTRIAN ACCESS
KAAAWA, OAHU

SITE SELECTION STUDY
FINAL ENVIRONMENTAL ASSESSMENT
(NEGATIVE DECLARATION)

Proposing Agency:	Department of Accounting and General Services State of Hawaii 1151 Punchbowl Street Honolulu, Hawaii 96813 Contact: Allen Yamanoha, Project Coordinator
EA Preparer:	Wilson Okamoto and Associates, Inc. 1907 South Beretania Street, Suite 400 Honolulu, Hawaii 96826 Contact: Earl Matsukawa, Project Manager
Tax Map Key:	5-1-02: 26-32
Location:	Kaaawa, Oahu, Hawaii
Impacts:	No significant impacts anticipated.
Required Permits:	Special Management Area Permit
Agencies Consulted In Pre-Assessment Process:	State of Hawaii Department of Health City and County of Honolulu Board of Water Supply Department of Wastewater Management
Parties Consulted on Draft Environmental Assessment:	Federal Agencies US Department of Agriculture, Soil Conservation Service US Army Corps of Engineers

State of Hawaii
Department of Agriculture
Department of Business, Economic Development and Tourism
Department of Land and Natural Resources
Department of Land and Natural Resources, State Historic Preservation Division
Department of Health
Department of Health, Environmental Management Division
Department of Transportation
Office of State Planning
University of Hawaii, Water Resources Research Center
University of Hawaii, Environmental Center

City and County of Honolulu
Board of Water Supply
Building Department
Planning Department
Department of Land Utilization
Department of Public Works
Police Department
Fire Department

Interested Parties
Hawaiian Electric Company, Ltd.
Koolauloa Neighborhood Board, No. 28
Kaaawa Community Association
Parent-Teacher Association of Kaaawa Elementary School
Representative Mike McCartney
Representative D. Ululani Beirne
Councilmember Steve Holmes
Albert L. and Minnie K. Akiona, Sr.
Arthur I. and Michelle R. Akiona
Albert L. Akiona, Jr, et al.
Gary A. and Marian P. Chaffee, et al.
Stephen Gary and Chin Ok
Caroline K. Brown Trust
James P. and Laurie A. Dorian

I. INTRODUCTION

A. BACKGROUND

Kaaawa is one of several small rural towns on Oahu's windward coast. It lies on a point north of Kualoa Ranch and south of Kahana Bay along Kamehameha Highway. See Figure 1. The community of Kaaawa is characterized as rural residential, with predominantly single family homes. There are no condominiums or shopping centers. Commercial establishments include the Crouching Lion Inn, a 7-11 Convenience Store, and the Kaaawa Country Kitchen.

Kaaawa Elementary School is located on the mauka side of Kamehameha Highway, across from Kaaawa Beach Park. The school admits students from kindergarten to sixth grades, and its service area extends along the highway, approximately from Makalii Point on the north side of Kahana Bay to the sugar mill ruins of 1864 on the north side of Kualoa Ranch.

B. DEVELOPMENT PROPOSAL

The Department of Accounting and General Services (DAGS), on behalf of the Department of Education (DOE), is proposing construction of a pedestrian access from Kekio Road to the Kaaawa Elementary School campus. The access will allow students who reside on the mauka side of the school to get to the campus without having to walk along Kamehameha Highway.

A Site Selection Study was performed to assess the relative advantages and disadvantages of potential sites for the proposed pedestrian access. Its findings are intended to facilitate discussion and decision-making on a final site. The Site Selection Study does not recommend a preferred site.

C. NEED

The proposed public access is needed to address concerns for pedestrian safety. Students who walk or bicycle to school currently travel along Kamehameha Highway. Due to heavy traffic on the highway, this can be dangerous, as suggested by an accident on September 9, 1993 in which a nine-year old boy was killed while crossing the street at a nearby intersection during non-school hours. The proposed access will particularly benefit students living in the residential areas mauka of the school.

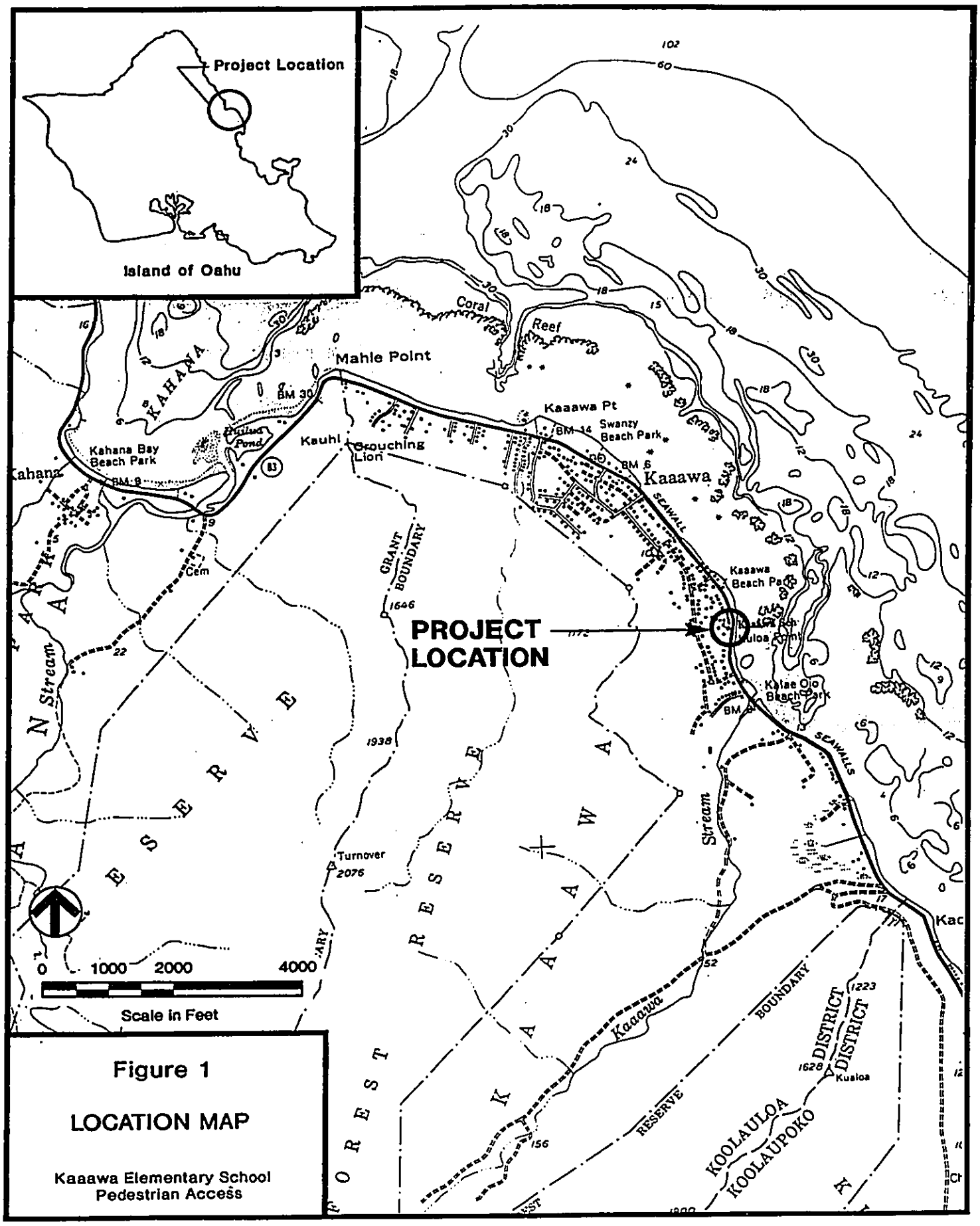


Figure 1

LOCATION MAP

Kaaawa Elementary School
Pedestrian Access

The proposed access is also needed to provide a permanent and secure evacuation route for the school population during tsunami, hurricanes and other emergencies. Currently, the school has an arrangement with one of the adjoining property owners for students and faculty to walk through their yard to get to Kekio Road.

D. PROJECT SITE

The project site is located mauka of Kaaawa Elementary School. See Figure 2. The State of Hawaii will acquire a 10-foot wide right-of-way from the border of one parcel or two 5-foot rights-of-way from two adjoining parcels. The privately owned parcels under consideration are identified on the State Real Property Tax Map Key as 5-1-02: 26-32.

II. PROJECT DESCRIPTION

The proposed design of the pedestrian access is based on acquiring a 10-foot wide right-of-way between two parcels. See Figure 3. The access will be bordered on either side by a fence which will connect with the campus perimeter fence. It will be gated at each end and secured during non-school hours to deter vehicular and bicycle access. The 6-foot wide walkway will comply with American Disabilities Act requirements. The pedestrian walkway will be landscaped to encourage students to travel along the center of the easement, and to discourage them from loitering or tampering with the fence. Runoff from the walkway shall drain into the border.

III. SITE SELECTION

A. METHODOLOGY

The site selection process has two tiers. The first tier assesses the range of potential accessway sites based on a minimum space criterion that must be met in order for the sites to be considered at the second tier where additional criteria are applied. The minimum space criterion pertains to the space that would remain between the access and an existing home at each of the potential sites.

The second tier criteria relates to the advantages and disadvantages of specific candidate sites which meet the minimum criteria. Criteria at the second tier considers ease of acquisition, security, landscape impacts, cost etc.

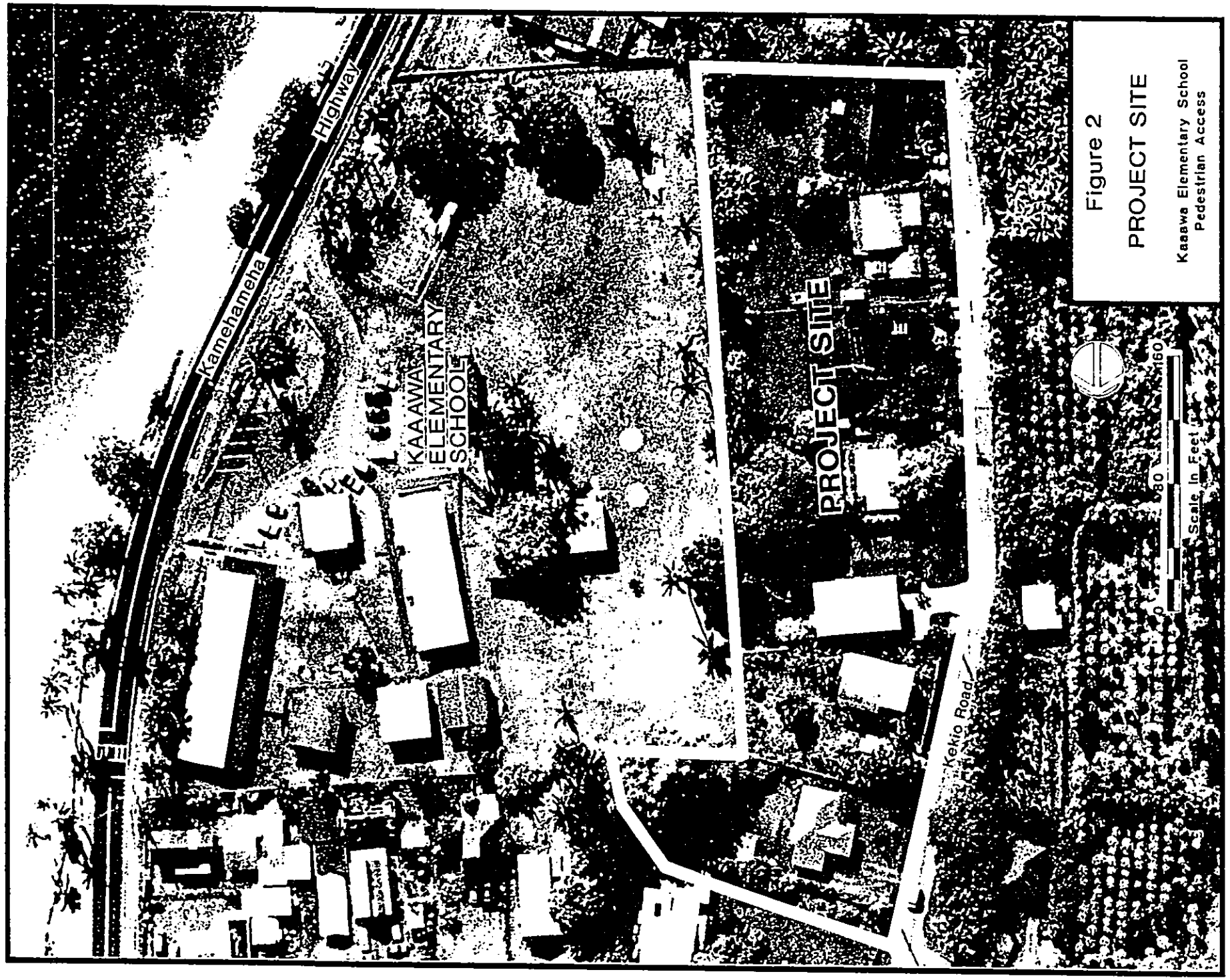
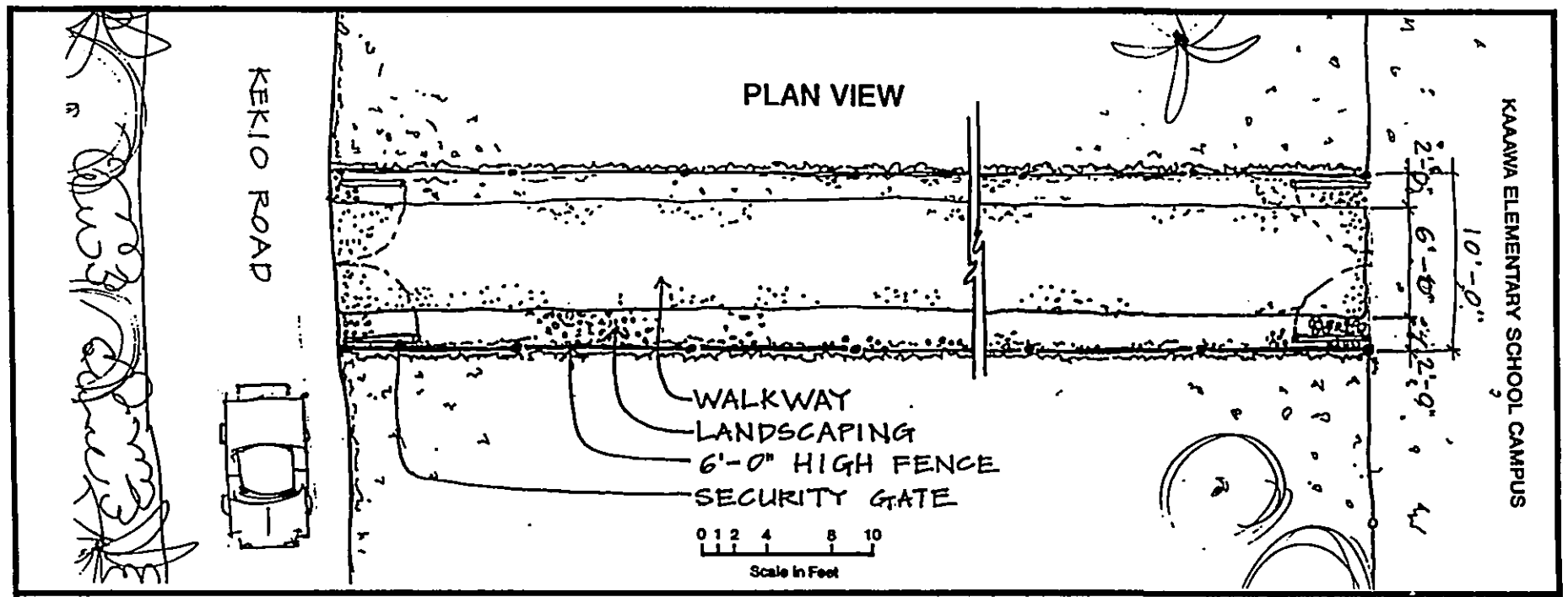


Figure 2

PROJECT SITE

Kaaawa Elementary School
Pedestrian Access



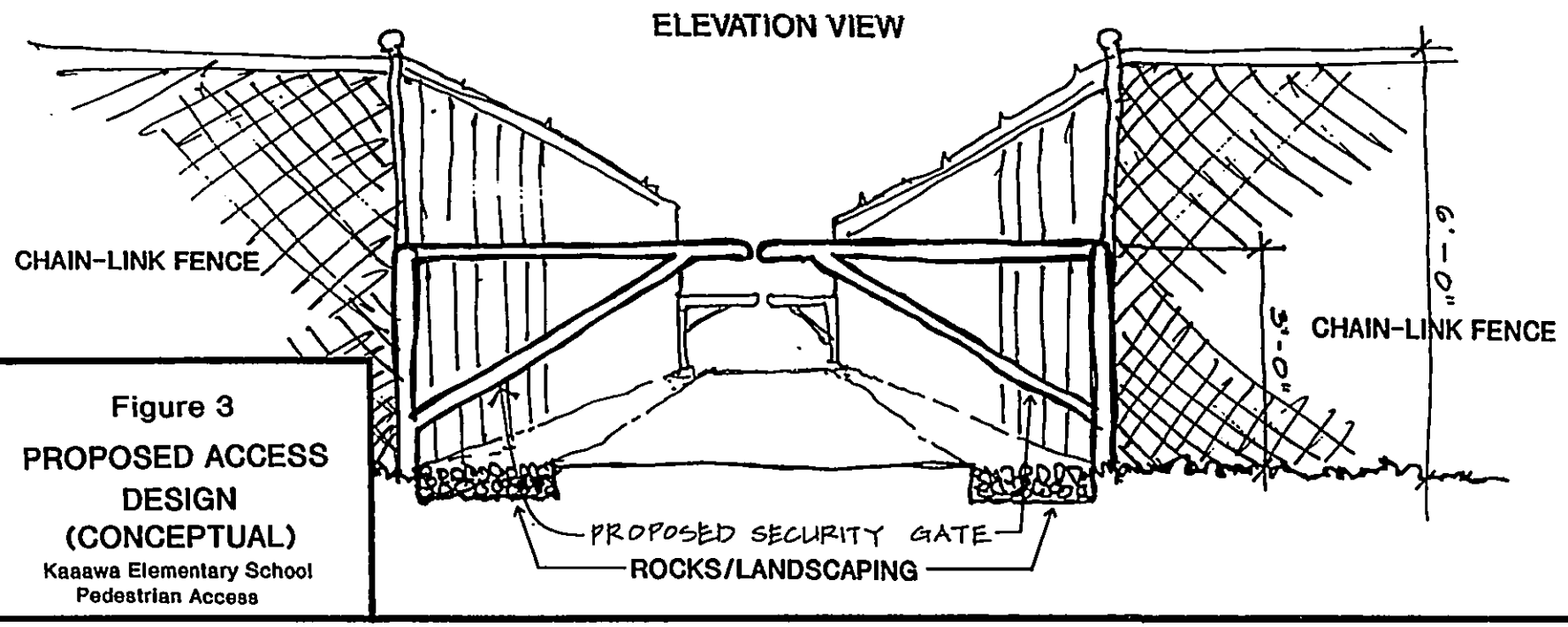


Figure 3

PROPOSED ACCESS DESIGN (CONCEPTUAL)

Kaaawa Elementary School Pedestrian Access

An aerial photograph of the site was used to determine distances between houses, free-standing structures, the presence of trees, and existing property lines. Site investigations were conducted to verify features in the aerial photo. Finally, building permits were scanned to identify legal structures.

B. POTENTIAL SITES

Seven potential accessways were identified between the seven parcels. See Figure 4. Next, each of the seven accessways were subdivided into the option of being acquired entirely from one or the other of the adjoining parcels or half from each. These were labeled sub-options a, b, and c as shown in Figure 5. For access number 7, only one option of acquiring the land from parcel 26 is possible. Thus, in all, 19 alternatives are possible.

C. MINIMUM CRITERION

The 19 potential sites were initially screened based on a minimum criterion to assure that sufficient space is available for the access, including a minimum 5-foot setback between the access and a home. The setback is a zoning design standard from the City and County of Honolulu Land Use Ordinance (LUO) for single-family residences in the R-5 zone. It assumes that the 10-foot wide right-of-way is to be subdivided as a separate parcel. Thus, the remaining parcel(s) must maintain the minimum sideyard setback between the new boundary and the home. Although the LUO would permit no sideyard setback if the access were acquired as an easement, it was deemed appropriate to maintain the minimum setback regardless of how the access is acquired.

Applying this minimum criterion to the 19 potential sites yielded eight "candidate" sites which were then assessed by another set of criteria at the second tier. As shown in Figure 6, the following candidate sites met the minimum criteria: 1b, 1c, 3a, 3c, 4a, 4c, 5b, and 5c.

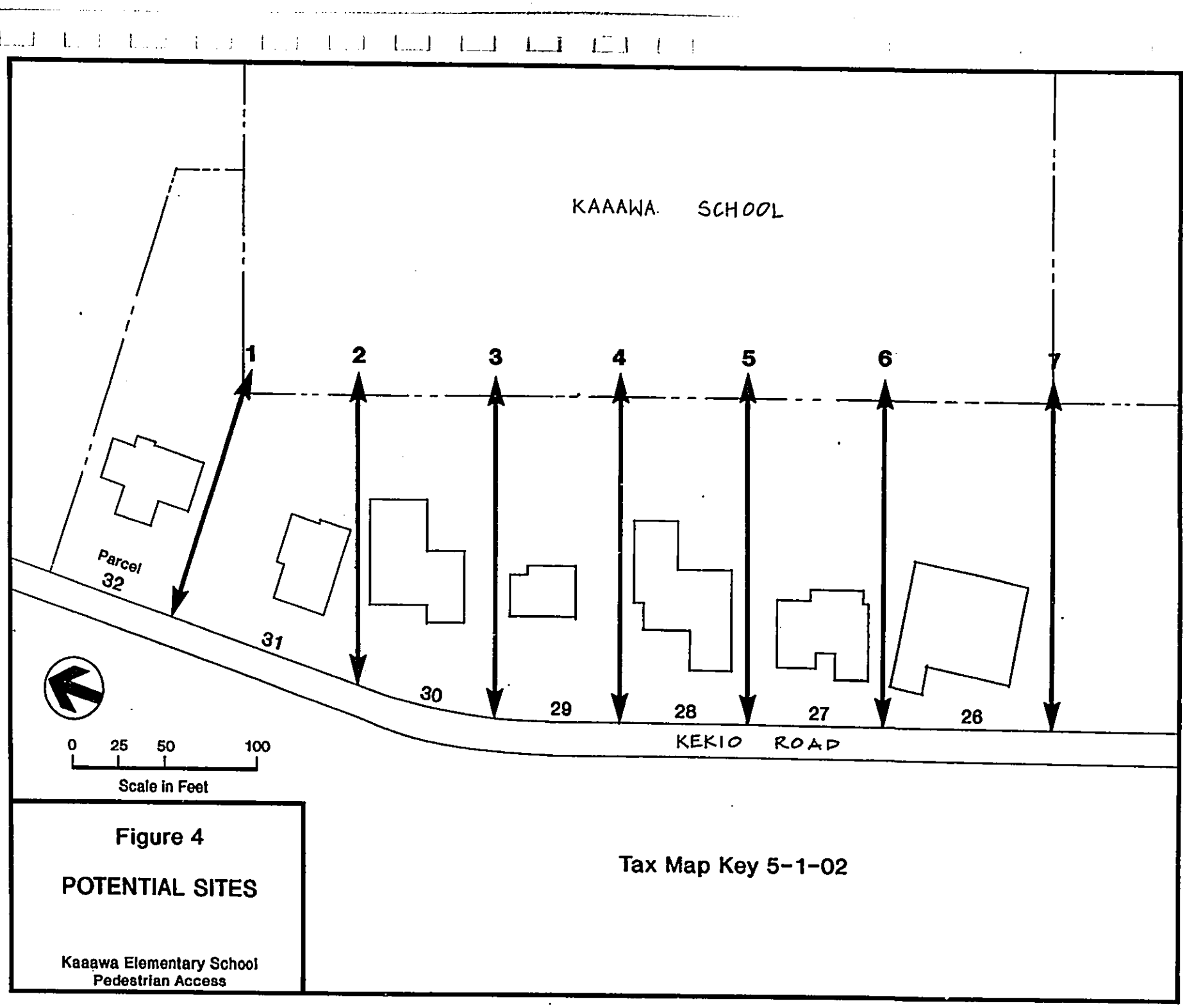


Figure 4

POTENTIAL SITES

Kaaawa Elementary School
Pedestrian Access

Tax Map Key 5-1-02

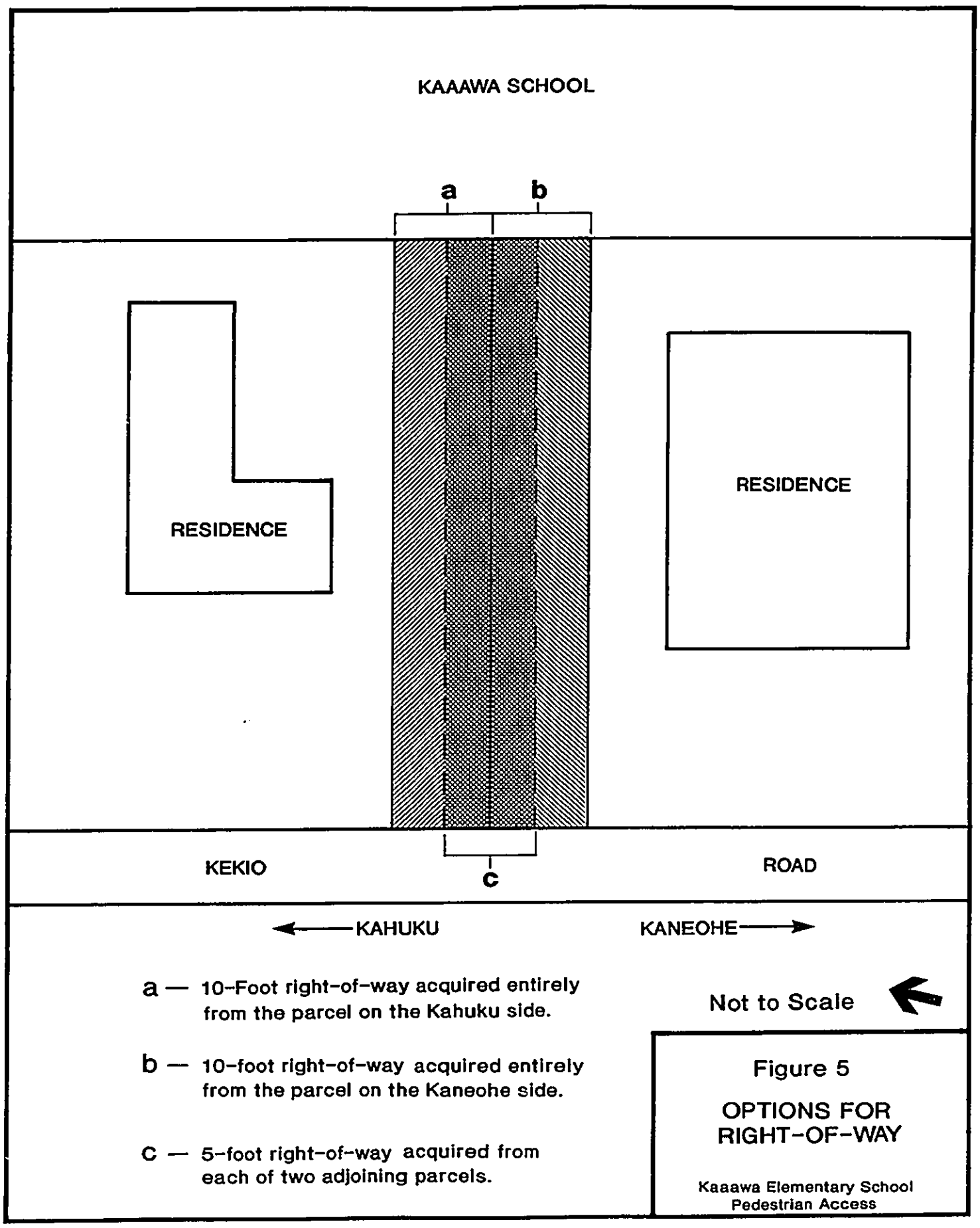
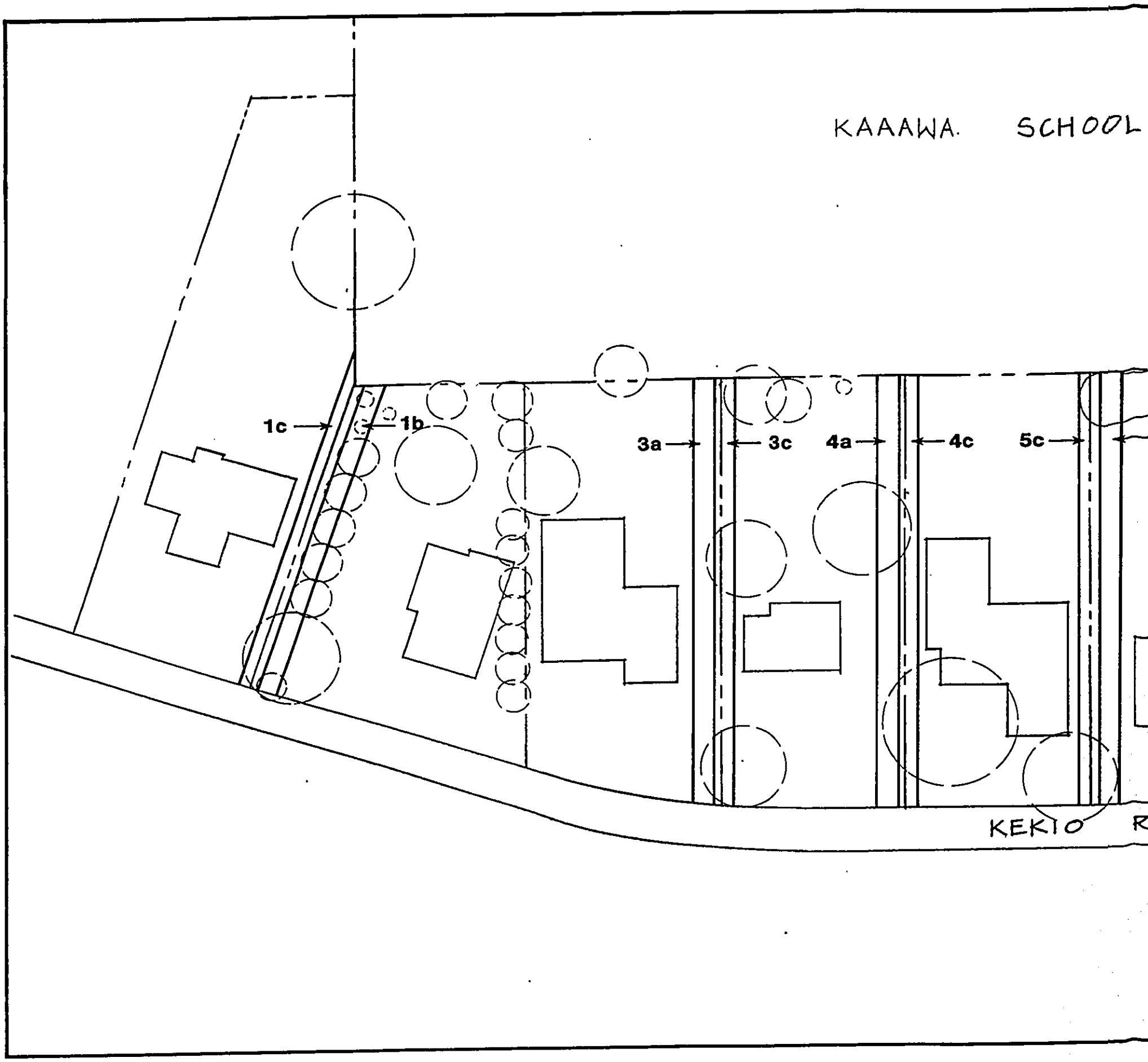


Figure 5

OPTIONS FOR RIGHT-OF-WAY

Kaaawa Elementary School
Pedestrian Access


KAAAWA. SCHOOL
1c
1b
3a
3c
4a
4c
5c
KEKIO

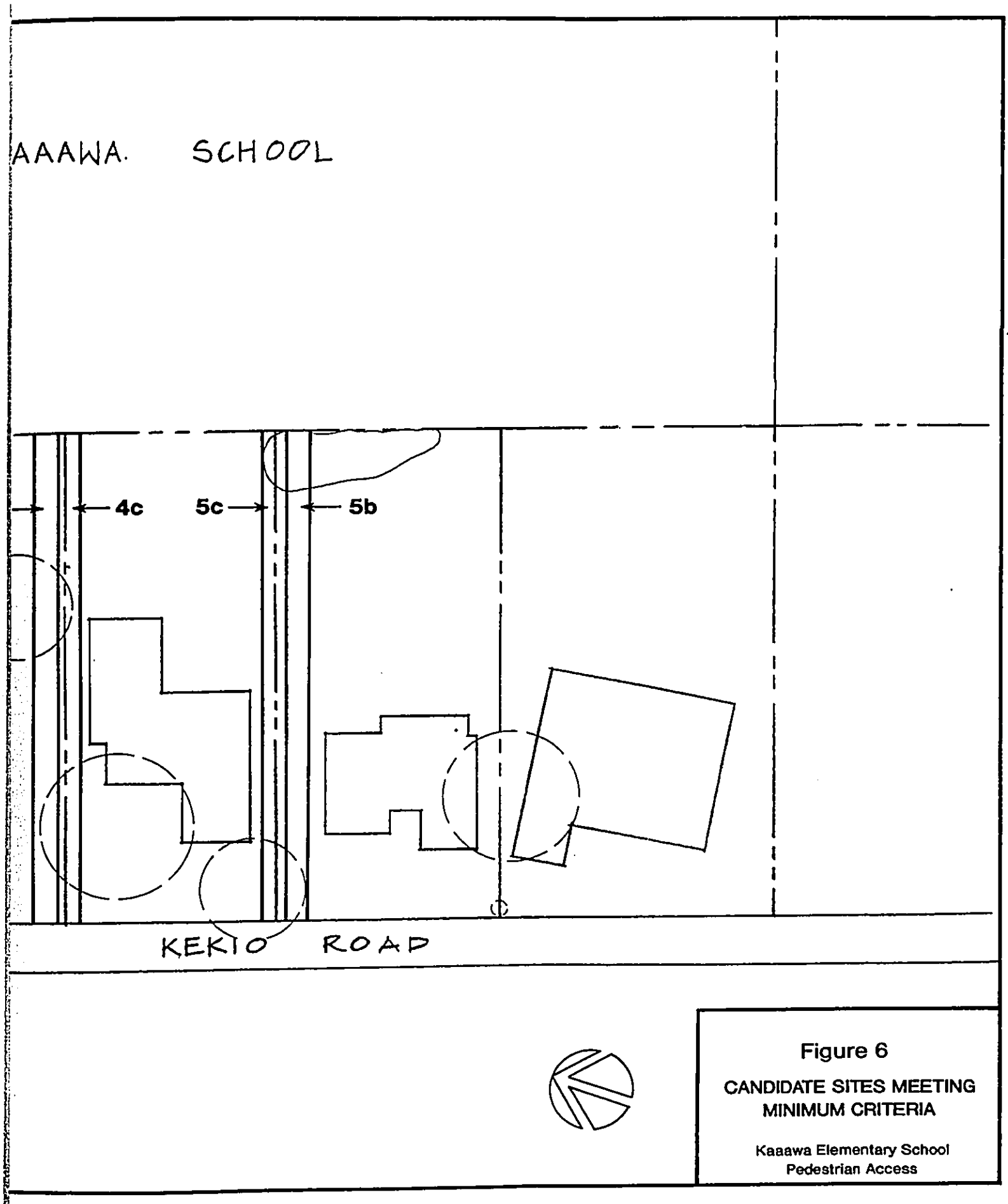


Figure 6

CANDIDATE SITES MEETING MINIMUM CRITERIA

Kaaawa Elementary School
Pedestrian Access

D. SUITABILITY CRITERIA

The eight candidate sites were next evaluated against five suitability criteria described below. The evaluation findings are summarized in Table 1.

1. ***Sites that are acquired entirely from one parcel are preferred over sites that are acquired from two parcels.***

   This criterion recognizes that it will be simpler to negotiate right-of-way acquisition from one landowner than from two. In Table 1, the candidate sites are designated either as "whole," meaning that the entire 10-foot wide right-of-way would be acquired from a single parcel or "split," meaning that two 5-foot wide rights-of-way would be acquired from two adjoining parcels. "Whole" is shaded to indicate that the site meets the preferred criterion.

2. ***Sites having a greater sideyard setback than the minimum criterion are preferred over those which are at the minimum.***

   This criterion is intended to maximize privacy for residences adjoining the access. In Table 1, the setback distance between the access and the residence is indicated. Distances which are greater than the 5-foot minimum setback have been shaded to indicate that the parcel meets the preferred criterion.

3. ***Sites providing a view through the walkway from the central portion of the campus are preferred over sites where such a view is not available.***

   This criterion is intended to promote security in two ways. First, it would assure that teachers and others in the nearby classrooms and other buildings clustered near the center of the campus can look through the accessway to determine if anyone is present or if there is any undesirable activity occurring. Second, it provides those within the access with a sense that they may be observed, thus, deterring undesirable activities.

   Figure 7 illustrates the relationship of the accessways to the classrooms. Sites 3 and 4 can be readily viewed from the central part of the campus; thus, they were given the highest rating - "A." Site 1 can be viewed at a greater distance from classrooms which are located roughly midway between the front and rear of the campus. It was rated "B." Access 5

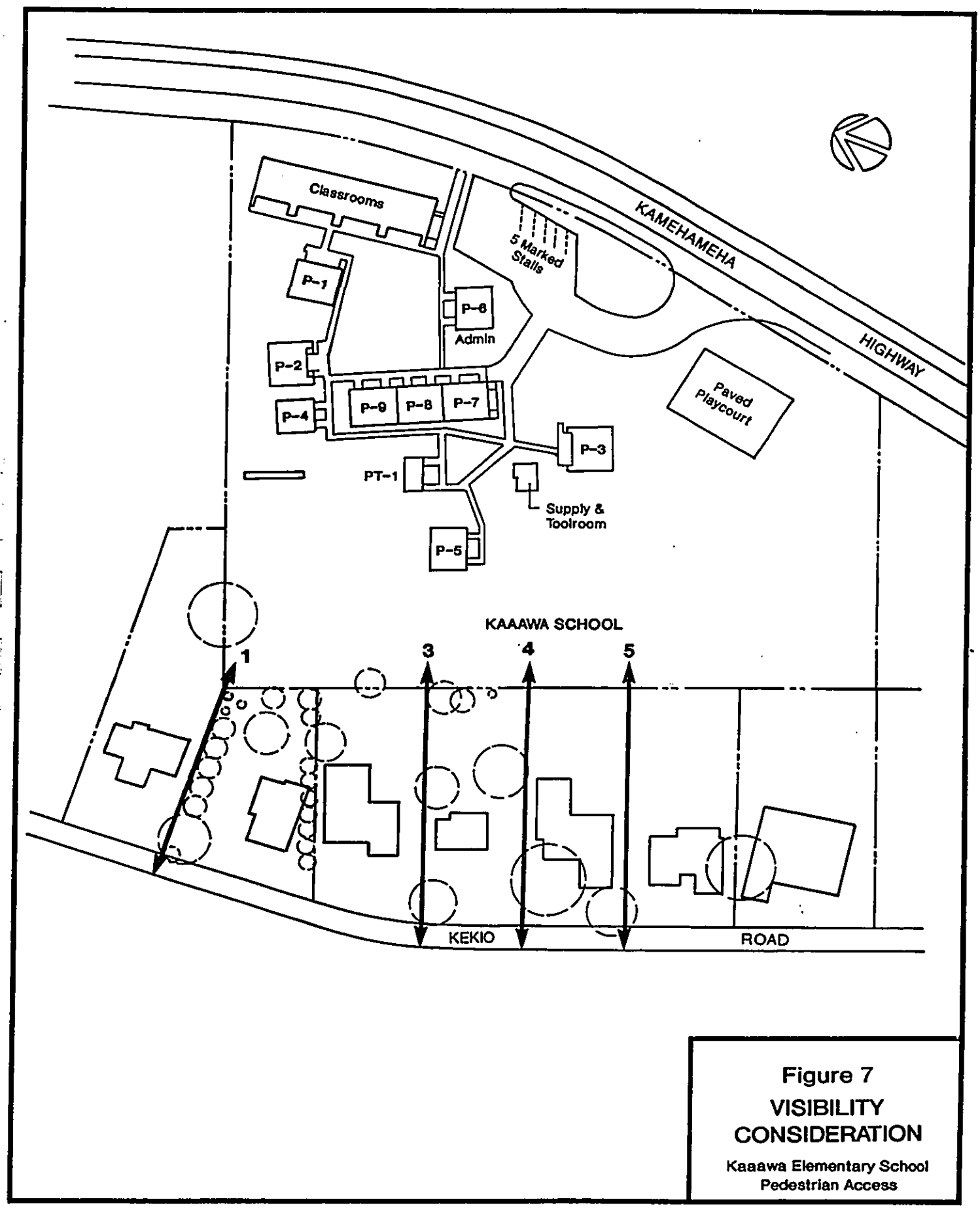


Figure 7
VISIBILITY CONSIDERATION
Kaaawa Elementary School
Pedestrian Access

can only be viewed from the playground area which is generally vacant when classes are in session. Moreover, since there are no buildings aligned with the site, persons within the access will be able to determine if there is anyone that may be observing them from the playground. This site was rated "C". In Table 1, the "A" ratings were shaded.

4. ***Sites requiring fewer landscaping modifications are preferred over sites requiring more significant landscaping changes.***

This criterion recognizes that the need to remove significant landscaping to build the access adds to site preparation costs and affects the aesthetic character of the remaining portion of the residential parcel. In Table 1, the number of trees with trunk diameters of approximately 6 inches and greater that would need to be removed is indicated for each candidate site. Sites requiring the removal of one or no trees were shaded.

5. ***Sites which provide the shorter link to Kekio Road are preferred over those with longer links.***

This criterion recognizes that the length of the access is directly related to the right-of-way acquisition cost and the cost of constructing the access. Significantly longer accessways could also increase security concerns since viewing their length would be more difficult. Table 1 indicates the lengths of the candidate sites. In general, there is little difference among them except for Site 1 which is significantly shorter. This site has been shaded.

TABLE 1

SUMMARY OF SUITABILITY CRITERIA
EVALUATION OF CANDIDATE SITES
FOR PEDESTRIAN ACCESS AT KAAAWA ELEMENTARY SCHOOL

SITES	SPLIT VS. WHOLE *(whole preferred)*	DISTANCE TO DWELLING*		SECURITY *(lower number preferred)*	LAND-SCAPING *(lower number preferred)*	LENGTH *(shorter preferred)*
		KAHUKU SIDE PARCEL	KANEOHE SIDE PARCEL			
1b	whole	10'	30'	B	9	119
1c	split	5'	35'	B	4	119
3a	whole	10'	10'	A	0	158
3c	split	15'	5'	A	2	158
4a	whole	17'	10'	A	1	162
4c	split	22'	5'	A	2	162
5b	whole	10'	7'	C	1	161
5c	split	5'	12'	C	2	161

* Shading indicates a parcel whose special significance has been described in the suitability criteria.

E. COST CONSIDERATIONS

Order-of-magnitude cost estimates for right-of-way acquisition and construction were prepared for comparison among the candidate sites. Right-of-way acquisition cost was based on a square footage breakdown of the City and County of Honolulu assessed tax valuation. Since most of the parcels averaged approximately $20.00 per square foot, this figure was applied to the areas required for each of the sites. The estimated construction costs were based on clearing and grubbing; mobilization and demobilization of vehicles, machinery and personnel; earthwork and drainage; landscaping; concrete and fencing materials; and, the security gates. For both acquisition and construction cost, the difference among sites relates to the length of the accessway. Only Site 1 may have a significantly lower acquisition and construction cost since it is somewhat shorter. The difference in costs among the other sites are negligible relative to the level of analysis.

TABLE 2

SUMMARY OF COST CONSIDERATONS
EVALUATION OF CANDIDATE SITES
FOR PEDESTRIAN ACCESS AT KAAAWA ELEMENTARY SCHOOL

SITES	LAND ACQUISITION	CONSTRUCTION COST	TOTAL
1b	$23,800	$36,360	$60,160
1c	$23,800	$36,360	$60,160
3a	$31,600	$41,505	$73,105
3c	$31,600	$41,505	$73,105
4a	$32,400	$40,838	$73,238
4c	$32,400	$40,838	$73,238
5b	$32,200	$40,794	$72,994
5c	$32,200	$40,794	$72,994

IV. ENVIRONMENTAL ASSESSMENT

A. PHYSICAL ENVIRONMENT

1. Climate

Like all Hawaiian Islands, Oahu has two identifiable seasons. During summer, between May and October, the weather is warmer and drier with the northeast tradewinds most persistent. In the winter months, between October and April, the weather is cooler and wetter and the tradewinds are more frequently interrupted by other winds including southeasterly and southwesterly storms.

Temperature, wind and rain are the major climatic elements that characterize the weather patterns. Temperature, on the average, fluctuates from 70°F - 85°F in the summer to 65°F - 80°F in the winter months. Rainfall has been recorded at State Weather Station No. 907 at the Turtle Bay Hilton Resort and Country Club, where the median annual rainfall over a 60-year period amounted to 39.4 inches. The distribution is uneven and varies from month to month, being heavy at times and non-existent at others. Winter months typically have the most rainfall.

Cloud cover is an indication of the amount of sunshine an area receives. On this side of the island, slightly less than one-third of the days per month are clear, about a third are partly cloudy, and a little more than a third of the days are cloudy.

2. Topography

The topography of the project site, which includes all of the candidate sites, is generally level, ranging in elevation from 7 to 9 feet above MSL. The site slopes gently towards the ocean to the east.

3. Geology/Hydrology

Kaaawa is on Oahu's windward coast. The coastal plain is narrow, averaging about one-half mile along most of the coast. On the mauka side of Kamehameha Highway, land elevations steadily increase approaching the base of the Koolau Range. The rocks of the ancient Koolau Volcano are chiefly thin basalts with minor amounts of ash, and their associated dike feeders.

4. Soils

The Soil Conservation Service identifies two kinds of soils in the vicinity of the project site. Mokuleia loam is prevalent closest to the highway and on most of the school campus. The runoff from this soil type is very slow and the erosion hazard is no more than slight. Permeability is moderate in the surface layer and rapid in the subsoil. Waialua stony silty clay is present in the mauka direction. The slope of this soil type varies from 3 to 8 percent. On this soil, runoff is slow and the erosion hazard is slight. This soil is used for sugarcane, truck crops, orchards and pasture.

5. Flood/Tsunami Hazard

According to the Flood Insurance Rate Map (FIRM) of the U.S. Federal Emergency Management Agency (FEMA), the majority of the project site is designated Zone X, outside of the 500-year flood plain. A portion of the project site near Kaaawa School is designated Zone AE, a special flood hazard area inundated by the 100-year flood with base flood elevations of 7 to 9 feet.

The tsunami inundation zone generally follows the 20-foot contour elevation in the Kaaawa community. The proposed project site falls within the potential inundation zone which is indicated as the area from the coastline to Kekio Road.

6. Flora/Fauna

Reflecting its rural location and rainy climate, the project site is heavily landscaped with trees, shrubs and grasses. Trees include mango, banana, ti, octopus, plumeria, and palms. Shrubs include lantana, torch ginger, bougainvillea, and wedelia. Grasses include bermuda grass and fuzzy top.

Wildlife in the vicinity are common introduced species, including mongoose, rats and mice. Domestic species which often roam the area include dogs, cats, chickens, ducks and geese. Avifauna include doves, sparrows and mynahs.

7. Archaeology/Historic Sites

According to records of archaeological and historic sites available at the Department of Land and Natural Resources, State Historic Preservation Office, the only known archaeological or historic sites in Kaaawa are ancient Hawaiian burials. Most of Kaaawa's burials are located in mountainous caves or coastal sand dunes. No sites are documented within the project site.

B. INFRASTRUCTURE

1. Water

A two-inch transmission line runs along Kekio Road. It is fed by a 6-inch line along Kamehameha Highway via lines on adjoining roadways.

2. Wastewater

All homes in the vicinity of Kaaawa Elementary School presently use cesspools for sewage disposal. There is no central wastewater collection and disposal system serving the area.

3. Drainage

Drainage from the site generally runs in a north-northeasterly direction toward the elementary school and on toward the highway where it is collected in concrete

roadside drainage swales and directed to nearby streams which empty into the ocean.

4. Roadway System

Kamehameha Highway links Kaaawa with the rest of the island, and serves as the major arterial. The rural community is practically built around this highway, which passes east of Kaaawa Elementary School. Kekio Road runs parallel to Kamehameha Highway and serves the residential area behind the school. The two connector roads linking Kekio Road to the highway on either side of the project site are Ohelokai Road to the north and Pohuehue Road to the south.

5. Electrical

Electrical Service is provided to Kaaawa by Hawaiian Electric Company, Ltd.

C. SOCIOECONOMIC CHARACTERISTICS

According to the 1990 U.S. Census, the population of the Kaaawa community was approximately 1,138 persons. Among persons over 16 years of age, 66.1% were in the labor force. The median household income in 1989 was $37,441.

V. ENVIRONMENTAL IMPACTS

A. SHORT-TERM IMPACTS

1. Noise

Ambient noise levels will temporarily increase as a result of soil grading and maneuvering of equipment and materials. It shall be the contractor's responsibility to minimize noise by properly maintaining mufflers and other noise-attenuating equipment. In cases where construction noise is expected to exceed limits set by the Department of Health, a permit to allow such noise is required.

2. Air Quality

All work will be in conformance with the Air Pollution Control Standards and regulations of the State Department of Health and County Grading Ordinance. Dust emissions will be controlled, if necessary, by watering active work areas and covering open-bodied trucks.

3. Flora/Fauna

If necessary, existing trees and plants at the project site will be removed to accommodate the access. No habitat of a threatened or endangered species of flora or fauna will be impacted.

4. Public Health and Safety

Construction sites typically pose various safety hazards to the public, particularly during non-work hours such as evenings, weekends and holidays. Necessary mitigative measures to assure protection of public health and safety will be provided. During non-work hours, construction areas will be secured by adequate warning signs and other safety devices as required by State and City rules and regulations.

B. LONG-TERM IMPACTS

1. Noise

Use of the completed pedestrian access may increase ambient noise levels in the immediate vicinity during morning arrival and afternoon departure of students on school days. Given that the residences in the area are presently adjacent to the school campus, the increase in noise level should not be significant.

2. Visual

The proposed access will be visible only in the immediate vicinity, and the design may incorporate landscaping. The visual impact will not be significant.

3. Traffic

Improved pedestrian safety will result from use of the proposed access. No increase in vehicular traffic on Kekio Road is anticipated. The school administration will encourage parents who drop off their children to continue using the parking lot in front of the school, off of Kamehameha Highway.

VI. ALTERNATIVES

A. NO ACTION ALTERNATIVE

Students and adults who walk to or from the school would have to walk along the narrow, unpaved, mauka shoulders of Kamehameha Highway. This alternative would result in a continued pedestrian hazard.

B. SELECT ALTERNATIVE DESIGN FOR PROPOSED ACCESS

Alternative designs were considered, however the selected design offers advantages with respect to security and deterrence of loitering and vandalism.

C. MOVE THE SITE OF THE CAMPUS

This alternative was explored in 1964 but found cost-ineffective since the number of students at the school is relatively small and was not projected to grow significantly in the future.

D. ACQUIRE ANY PARCEL OF LAND WHICH IS OFFERED FOR SALE ADJACENT TO THE SCHOOL

This alternative is not feasible because appropriations are not generally available in a timely manner to acquire any property which is placed on the market. A lead time of one to two years is required for the Legislature to appropriate funds for any land acquisition.

VII. DETERMINATION

A draft environmental assessment was prepared and distributed for review in accordance with the consultation process of Chapter 343, Hawaii Revised Statutes. Based on the significance criteria set forth in §11-200-12 of Title 11 Chapter 200, the Department of Accounting and General Services has determined that construction and use of the pedestrian accessway will have no significant adverse impact on the environment, and that an Environmental Impact Statement is not required.

Findings and Reasons Supporting the Determination

The effect of the pedestrian accessway on the environment is determined to be insignificant. Construction and use of the walkway will not:

- Involve an irrevocable commitment to loss or destruction of any natural or cultural resource;
- Curtail the range of beneficial uses of the environment;
- Conflict with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS, etc;
- Substantially affect the economic or social welfare of the community or state;
- Substantially affect public health;
- Involve substantial secondary impacts, such as population changes or effects on public facilities;
- Involve a substantial degradation of environmental quality;
- Involve a commitment for larger actions cumulatively having a considerable effect upon the environment;
- Substantially affect a rare, threatened or endangered species or its habitat;
- Detrimentally affect air or water quality or ambient noise levels; or
- Affect an environmentally sensitive area, such as a flood plain, tsunami zone, erosion-prone area, geologically hazardous land, estuary, freshwater area, or coastal waters.

REFERENCES

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CONSULTATION

JOHN WAIHEE
GOVERNOR

BRUCE S. ANDERSON, Ph.D.
INTERIM DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
220 SOUTH KING STREET
FOURTH FLOOR
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 588-2452

February 15, 1994

Mr. Allen Yamanoha
Department of Accounting and General Services
P.O. Box 119
Honolulu, Hawaii 96810-0119

Dear Mr. Yamanoha:

Subject: Draft Environmental Assessment for the Kaawa Elementary School Pedestrian Access Site Selection, Koolauloa, Oahu

Thank you for the opportunity to review and comment on the subject document. We have the following comment.

We suggest that you consult with the affected homeowners regarding the proposed pedestrian access.

If you have any question, please call Jeyan Thirugnanam at 586-4185. Thank you.

Sincerely,

for BRUCE S. ANDERSON, PH.D.
Interim Director

c: Earl Matsukawa

JOHN WAIHEE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P. O. BOX 119, HONOLULU, HAWAII 96810

ROBERT P. TAKUSHI
COMPTROLLER

LLOYD I. UNEBASAMI
DEPUTY COMPTROLLER

LETTER NO. (P)1136.4

MAR 2 1994

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

Dear Mr. Choy:

Subject: Draft EA for Kaaawa Elementary School
Site Selection and Environmental Assessment
TMK 5-1-02

Thank you for your February 15, 1994 letter commenting on the subject draft environmental assessment (EA). As suggested, we will consult with the affected homeowners in the site selection area by distributing a copy of the draft EA to each of them.

We appreciate your input for this project.

Very truly yours,

GORDON MATSUOKA
State Public Works Engineer

AY:jk
cc: Mr. Earl Matsukawa, Wilson Okamoto and Associates, Inc.

Joyce M. Brown
c/o Caroline K. Brown
51-287 Kekio Road
Ka'a'awa, Hawaii 96730

March 20, 1994

Dept. of Acctg. and Gen. Serv.
P.O. Box 119
Honolulu, Hawaii 96810-0119

Subject: Ka'a'awa Elementary School
Pedestrian Access Site

To Whom It May Concern:

I am writing on behalf of Caroline K. Brown who has a home on site No. 31 located 51-287 Kekio Road, Ka'a'awa, Hawaii. I am Mrs. Brown's daugther-in-law and I have been a member of her family for twenty years. Mrs. Brown wanted me to convey the following reasons why her property does not meet the "suitability criteria" that the state has suggested in its study as being important:

1. Mrs. Brown's property fails to satisfy suitability criteria No. 3 as she is situated at the end of the school yard. This would mean the principal and other school officials would not have a clear view of the pathway. They would have a difficult time seeing when the children were leaving the campus without permission or checking to see if unwanted strangers were creeping on the campus.

   In addition, Mrs. Brown was widowed in 1991 and it has meant a lot to her that she has been able to continue to live alone. She has been able to do so in part because of the security she enjoys from the tile walls that her husband built which cover three sides of her property. Mr. Brown built these walls because of the robbery that took place soon after they bought the property. He wanted Mrs. Brown to feel secure when she stayed home alone. She is now home alone

all week until we visit her on the weekends. Recently she has seen teen-agers trying to climb into her neighbor's home to rob them as well and they only stopped because she called for help. It is not a safe neighborhood; the homes have been victimized by teen-age gangs. Since they put the 5' tile wall up on 3 sides of the property with a locked gate in the front, Mrs. Brown has not had any problems with theft on her property.

The proposed chain link fence would mean outsiders could look inside her yard and determine when she wasn't home. It would be easy to climb over a chain link as it is so easy to get a toe hold in the links. She would have little defense if a robber was to hide in her home and surprise her when she arrived home alone. The tile wall provides much greater protection for a widow living by herself.

2. Mrs. Brown's boundary fails to satisfy suitability criteria #4 as can be seen from the map which clearly lays out the shrubbery in each yard. Mrs. Brown and her deceased husband spent hours planting the numerous banana trees, palm trees and fruit trees along the boundary where the proposed pathway would be located. This vegetation has been growing for several years and is firmly established. She has recently added a row of torch ginger along the tile wall so that she wouldn't have to pay so much money for cut flowers at Koalou Farmer's to take to Mr. Brown's grave which she visits about every three weeks. It has been hard to get water to this long row of ginger torch, but it is finally growing well. The number of trees that will have to be torn out will make it a more difficult and cumbersome project for the state employees who will be responsible for clearing the pathway. Cutting down the trees will be a personal loss to Mrs. Brown as she remembers how hard she and her husband worked to pick each tree out and plant them.

In addition to the site criteria that the state consultants considered, there are other factors which Mrs. Brown would like to share with you:

First, one of the reasons that Mr. and Mrs. Brown worked so hard to build the tile walls and to install a gate with very little see through visibility is because they have three dogs (and a fourth to be purchased in the near future). The Brown's have always bred collies and german shepards and since they are both high strung breeds they tend to bark a lot. The walls were designed to minimize the dogs barking at passer byers. If a chain link fence is put up along the boundary the dogs will bark at the children all the way down the pathway. This will be unduly nerve wrecking to the children and the noise level in the neighborhood will be unbearable. The children and dogs will inevitably

develop a hostile relationship with each other as nobody likes to be barked at and the children will probably start taunting the dogs.

The Brown's had this problem in Waimanalo when they only had a chain link fence. That is why they purposely built a tile wall in Ka'a'awa at much greater expense. In addition, Mrs. Brown's neighbor who shares this boundary has just survived cancer surgery and desperately needs her peace and quiet as well.

Second, we have been inquiring into subdividing her property so that she could build a small home in the rear corner of her lot. As you can tell from the large size of the lot and how her home was built in the extreme corner this apparently was the plan of the original developer. Mrs. Brown has asked us to look into this as it could give either of her daughters a chance to move home from the mainland if they were ever able to and/or it could be a chance to build a home to rent to help with the mortgage expense. We have talked with an attorney to find out what is involved in condominium horizontal subdividing. If the pathway takes part of her property it is unlikely she will have enough yard space left to build a second home and still satisfy the state requirements for setbacks. Mrs. Brown wanted to share these future plans with you as you consider the No. 2 suitability criteria.

Finally, Mrs. Brown is not in good health. We have been grateful for every day that we have had her with us since Mr. Brown died as she has a rare blood disorder called Rendu-Osler-Weber Syndrome. This syndrome is related to the hemophilia blood disorder as her capillaries have very thin walls and burst easily. I have attached a genetics report that I wrote in 1983 which details the seriousness of the blood disorder. If possible, please do not make this report part of the public record. As a result of the blood disorder, Mrs. Brown has bloody noses that can last for hours. This almost always happens when she is stressed, but often times her nose will start bleeding for no reason at all. She is constantly fighting being anemic, having insufficient calcium levels and is at risk for spontaneous internal hemorrhaging.

If she has to endure the stress of losing a substantial amount of her property, watch as invasive construction rips her favorite trees out and then have to live daily with the dogs barking at the children I am uncertain if she would survive the ordeal.

Mrs. Brown would like to ask that you seriously consider the other possible sites as she has waited so long and worked so hard to reach the point where she could live a quiet, peaceful life in a secure home for her retirement years. She and her husband left the Waimanalo homesteads because the neighbors were constantly arguing and leaving garbage in her front yard. The Browns sold their next home in Ahiamanu because they had unknowingly bought next to a low income housing and they had to struggle with drug dealing, broken beer bottles and police raids in the middle of the night. Ka'a'awa is Mrs. Brown's last refuge. To have a children's pedestrian pathway put along side her home would be very traumatic for her for all of the unusual reasons listed above.

My husband and I feel blessed that our Mom has a secure home, three dogs to guard her and keep her company, and that her health has not deteriorated as far as the report indicates it is capable of deteriorating. We would also be thankful if Mrs. Brown could be left alone to live in a peaceful environment.

Thank you for your consideration in this matter. We would appreciate it if you could please notify Mrs. Brown of the next step in this process so that she can continue to participate in the discussion.

Sincerely,

Joyce M. Brown

Joyce M. Brown

Enc.: Confidential Genetics Report

JOHN WAIHEE
GOVERNOR

ROBERT P. TAKUSHI
COMPTROLLER

LLOYD I. UNEBASAMI
DEPUTY COMPTROLLER

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P. O. BOX 119, HONOLULU, HAWAII 96810

LETTER NO. (P)1315.4

MAY 5 1994

Ms. Joyce M. Brown
c/o Ms. Caroline K. Brown
51-287 Kekio Road
Kaaawa, Hawaii 96730

Dear Ms. Brown:

Subject: Kaaawa Elementary School Pedestrian Access Site Selection Study and Draft Environmental Assessment (EA)

Thank you for your March 20, 1994 comments regarding the subject project. Our responses to your comments are as follows:

1. As stated in the preface of the document, the study does not recommend a preferred site but identifies the relative advantages and disadvantages of the alternatives to facilitate discussion and decision making on a final site.

2. As requested, the next step in the process after the public review phase of the draft EA is to publish the final EA in the OEQC Bulletin. Then the State will select the final site based on the report.

3. The confidential genetics report you submitted is returned with no copies made.

We appreciate your interest and participation in the site selection study and will consider your comments in the final site selection.

Very truly yours,

GORDON MATSUOKA
State Public Works Engineer

AY:jk
Attachment
cc: Mr. Earl Matsukawa w/o attachment

March 20, 1994

Mr. Robert P. Takushi
State of Hawai'i
Dept. of Accounting & General Services
P.O. Box 119
Honolulu, HI 96810

RE: Letter (P) 1110.4 and Study Manuel
of Ka'a'awa Elementary School Pedestrian Access

Dear Mr. Takushi,

In response to your letter listed above, we would like to inform you that we emphatically reject your proposal to purchase any part of our property. The parcel that the school is interested in, is our driveway and the only access to the rear of our property.

Since you stated that your concern is for pedestrian safety, may I suggest that the state construct a fenced/walled walkway from the front gate of the school to Ohelokai Road. Your proposed chain-link fenced walkway listed on Figure 3 (proposed chain-link access design) of the site study manuel dated February 1994, would work quite well. This would also deter from the possible and very real threat of security, loitering and vandalism to the homes affected by your proposal, while offering the public the safety of a secured walkway.

The fatal accident of that nine-year old boy is very sad and distressing, but as stated on page 1 of your study manuel, this did occur at another location and during non-school hours. I am unable to recall any student being injured by traffic on Kamehameha Highway during school hours, and with the blessings of the Lord, may it continue that way. I would like to emphasize that education on safety, at school and in the home is always needed and must be repeated over and over again. I personally tell my children never to ride their bikes on the main highway. They must always walk their bikes if there is a necessity to be there or to cross the highway.

As a second thought, perhaps you may want to extend a secured walkway on Kamehameha Highway, all the way down to the 7-Eleven Store, since I have seen students walking or riding their bikes in route there. There are also many students crossing the busy highway to the beaches and along the beaches.

We would like to state our concern for the safety of all our students, as well as all our neighbors. We must remind our children to always be alert and aware of traffic and people around us; as well as the many driveways that we past daily on our back roads, which can also be dangerous.

Mahalo for your concern and your time.

Yours truly,

Arthur I. Akiona

Michelle R. Akiona

Michelle R. Akiona
51-279 Kekio Road
P.O. Box 174
Ka'a'awa, HI 96730

JOHN WAIHEE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P. O. BOX 119, HONOLULU, HAWAII 96810

ROBERT P. TAKUSHI
COMPTROLLER

LLOYD I. UNEBASAMI
DEPUTY COMPTROLLER

LETTER NO. (P)1301.4

APR 21 1994

Mr. Arthur I. Akiona
Ms. Michelle R. Akiona
51-279 Kekio Road
P. O. Box 174
Kaaawa, Hawaii 96730

Dear Mr. and Ms. Akiona:

Subject: Kaaawa Elementary School
Site Selection Study and
Draft Environmental Assessment (Draft EA)

Thank you for your March 20, 1994 comments regarding the subject project. Our responses to your comments are as follows:

1. Please be assured that the State is not proposing to purchase your property or any of the properties being considered for the pedestrian accessway at this time.

2. Your suggestion to improve the sidewalk along Kamehameha Highway from the front of the school to Ohelokai Road was previously considered by the State. This alternative was rejected since the pedestrian walkway will also serve as a civil defence emergency evacuation route.

3. The pedestrian accessway is intended to address the safety of students attending the school. While it cannot address all pedestrian and bicycling hazards along the highway, it will alleviate a significant category of traffic conflict.

4. We will continue to stress traffic safety in our classrooms, and we appreciate your concern for the safety of our students.

We appreciate your interest and participation in the Site Selection Study and we will consider your comments in the

final site selection.

Very truly yours,

GORDON MATSUOKA
State Public Works Engineer

AY:ln
cc: Mr. Earl Matsukawa, Wilson Okamoto
and Associates, Inc.

March 21, 1994

Department of Accounting & General Services
P.O. Box 119
Honolulu, Hawaii 96810

Attn: Robert P. Takushi
State Comptroller

Re: Kaaawa Elementary School
Pedestrian Access Site Selection Study

Dear Sir,

In regards to the above subject Pedestrian Access Site Selection Study, we are very concerned and not in favor of this action for the following reasons:

1) The security of our own property with a Pedestrian Accessway adjacent to us would increase the possibility of loitering, vandalism, theft, and other unwanted activities during school and especially non-school hours. Even with the proposed "security-gate", which in our opinion does not appear to be very secure, and a 6' high chain-link fence, which is definitely not high enough, the effect to our own personal privacy and property will be greatly impacted.

2) Regarding the future development of our property, the setbacks have already been established to conform to the minimum requirements for building codes. On sites 4c and 5c we only meet the minimum requirement, and if a split site were chosen on either of these sites, it would be too close to the building and again the personal and property security concern would be too much to bear. According to the Criteria Evaluation of Candidate Sites in the Site Selection Study our site is one of the least suitable.

3) The report has indicated that there would be no increase in vehicular traffic on Kekio Road. This we feel would not be the case, as even though the school would suggest they drop off at the school, we believe parents would find it more convenient to drop them off in the back rather than going on to the highway. Currently, at times cars speed or drive fast down Kekio Road, and can pose a danger to increased pedestrian traffic, especially children who may not be paying as much attention being on the back road. The road is very narrow, and parents dropping and picking up their children will make it very congested, and just as dangerous and susceptible to accidents as on the highway.

4) The example that was given in the Site Selection Study for the need for the Pedestrian Access regarding the accident during non-school hours which a 9-year old boy was killed does not back-up the reasoning behind the proposed access. If the access is for the safety of the children during school hours, then what is your solution for the after school hours, which is when that accident occurred. To the best of our recollection, there has never been any child hit going to or from Kaaawa School.

One solution we feel would cover both school and non-school hours would be to improve the sidewalk area along the Kamehameha Highway between Ohelokai St. and Pohuehue St., by making a concrete sidewalk or walkway, reinforced guard-rails and/or enclosed fenced walkway, and speed-bumps on the highway .

Respectfully,

Albert L. Akiona, Jr.
Christine G. Akiona

Albert L. Akiona, Jr.
Christine G. Akiona
51-281 Kekio Rd./Box 555
Kaaawa, Hawaii 96730
(808) 237-8333

JOHN WAIHEE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P. O. BOX 119, HONOLULU, HAWAII 96810

ROBERT P. TAKUSHI
COMPTROLLER

LLOYD I. UNEBASAMI
DEPUTY COMPTROLLER

LETTER NO. (P)1302.4

APR 21 1994

Mr. Albert L. Akiona
Ms. Christian G. Akiona
51-281 Kekio Road
P. O. Box 555
Kaaawa, Hawaii 96730

Dear Mr. and Ms. Akiona:

Subject: Kaaawa Elementary School
Site Selection Study and
Draft Environmental Assessment (Draft EA)

Thank you for your March 21, 1994 comments regarding the subject project. Our responses to your comments are as follows:

1. Your comments regarding security will be taken into account in the final design of the proposed accessway.

2. Your observations regarding setbacks at sites 4c and 5c have been accounted for in the final rating for the site.

3. As stated on page 18 of the draft EA, improved pedestrian safety will result from use of the proposed access. No significant increase in vehicular traffic on Kekio Road is anticipated. The school administration will encourage parents who drop off their children to continue using the parking lot in front of the school.

4. The fatal accident in September 1993 was mentioned to illustrate the dangers faced by children walking and bicycling along the highway. The pedestrian accessway is intended to address the safety of students attending the school. While it cannot address all pedestrian and bicycling hazards along the highway, it alleviates a significant category of traffic conflict.

5. Your suggestion to improve the sidewalk along Kamehameha Highway between Ohelokai and Pohuehue Streets was previously considered by the State. This

alternative was rejected since the pedestrian walkway will also serve as a civil defence emergency route.

We appreciate your input for this project.

Very truly yours,

GORDON MATSUOKA
State Public Works Engineer

AY:ln
cc: Mr. Earl Matsukawa, Wilson Okamoto
and Associates, Inc.

March 23, 1994

Department of Accounting
and General Services
P.O. Box 119
Honolulu, Hawaii 96810

Re: Kaaawa Elementary School Pedestrian Access Site Selection Study

Dear Office:

Thank you for sending my wife and me the February 1994 *Site Selection Study and Environmental Assessment* booklet for the proposed Kaaawa Elementary School pedestrian walkway. The report is both thorough and informative. As requested, we are offering the following general and specific comments to be considered in the final evaluation. We would certainly like to remain informed on the decision making process in the weeks ahead.

GENERAL

As far as the site selection process is concerned, we are somewhat surprised that candidate site number 1 is even being considered as it is in the remote corner of the schoolyard. It would seem more appropriate to locate a pathway in full view of teachers and others towards the middle of the playground.

In terms of the design of the pathway and gate, is it possible to have chainlink gates instead of cattle gates to more assuredly prevent passage and loitering in the pathway during non-school hours? While the cattle gates would prevent cars and bikes from entering the pathway during off-school hours, it still would be easy for school children (or teenagers) to pass through the walkway even if the gates were locked. The idea of landscaping on the inside edges of the pathway is commended.

SPECIFIC

Security- One of our principal concerns with a walkway in candidate site number 1 is security, particularly considering our house is already just a matter of feet away from the existing boundary (hollow tile wall). While it may

be debatable as to how much increased risk would result from the pedestrian traffic and accessibility to that side of the house, a new path would obviously increase the risks somewhat. For your reference, two persons attempted to burglarize our house this past summer by breaking into the bedroom windows on that side of the home. Fortunately our neighbors spotted them and called the police. This happened two times between July and August, on that same side of the house. The seclusion of that boundary is apparently incentive for potential burglars. My wife and I therefore had a chain link fence installed in the front after these attempted breakins to at least help prevent people from sneaking in from Kekio road.

If a pathway was actually built at candidate site number 1, it would be extremely easy to place a ladder or wood plank from the wall right into our bedroom windows, particularly at night. The fact is, that side of the house is very, very close to the property boundary, and we would be worried about increased security risks.

Narrow, irregular property-Another concern we have about candidate site number 1 is that our property is already very narrow, and irregularly shaped. It is as narrow or narrower than any other property behind the school. It is certainly the most irregularly-shaped. Any further changes in the property shape would clearly lower the land value, particularly a narrowing of the front half of the property. It may also prevent any possibility of expanding or renovating the house sometime in the future.

Noise-While the issue of noise has been addressed in the report, there is some concern by us about an increased noise level by that side of the house. As already mentioned, the house is already just a matter of feet away from the potential walkway area, and the two rooms on that side include the master and spare bedrooms. While it is true the increased noise would occur during school hours, there are a number of nights and weekend days when school children and others hang around the school playground. Many kids infact use the slopes of the new dirt stage/hula mound below the Kamani tree for jumping with their bicycles. And with the

many dogs in the nearby houses, the noise generated can be loud.

Even more specifically with respect to candidate site number 1, our neighbor, parcel 31, has at least 5 or 6 dogs, which bark at just about anything including the wind. One of the dogs is vicious and fenced in in the front of the yard. We have complained via letters and phone calls in the past about the unacceptable noise levels, and even contacted the police, but for now the problem seems to have been eased. But our concern is if a pathway were constructed in the number 1 site area, the noise from the dogs would be extreme, not to mention the possible safety hazard.

These are a few general and specific comments we have regarding the location of a school walkway at candidate site number 1. We are grateful for the opportunity to voice our concerns and hope they will be considered. Please keep us informed on the decisions and future plans as they evolve.

Kindest regards,

James P. Dorian

Laurie A. Dorian

James P. Dorian
Laurie A. Dorian
Owners, 51-289 Kekio Road

JOHN WAIHEE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P. O. BOX 119, HONOLULU, HAWAII 96810

ROBERT P. TAKUSHI
COMPTROLLER

LLOYD I. UNEBASAMI
DEPUTY COMPTROLLER

LETTER NO. (P)1314.4

MAY 5 1994

Mr. and Mrs. James P. Dorian
51-289 Kekio Road
Kaaawa, Hawaii 96730

Dear Mr. and Mrs. Dorian:

Subject: Kaaawa Elementary School Pedestrian Access
Site Selection Study and
Draft Environmental Assessment (EA)

Thank you for your March 23, 1994 comments regarding the subject project. Our responses to your comments are as follows:

1. As stated in the preface of the document, the study does not recommend a preferred site but identifies the relative advantages and disadvantages of the alternatives to facilitate discussion and decision making on a final site.

2. As requested, the next step in the process after the public review phase of the draft EA is to publish the final EA in the OEQC Bulletin. Then the State will select the final site based on the report.

We appreciate your interest and participation in the site selection study and will consider your comments in the final site selection.

Very truly yours,

GORDON MATSUOKA
State Public Works Engineer

AY:jk
cc: Mr. Earl Matsukawa

March 24, 1994

Subject: Kaawa Elementary School
Pedestrian Access Site Selection Study

To Whom it May Concern:

In 1976 we gave the school permission to use our property for an escape for tidal wave vacation. Mrs. Loo then principal and I guess the PTA and the state put a gate without letting us know they where going to put the gate in. I think the reason for the gate at that corner of the yard was because the Kindergarden class was there. Had they talked to my husband and I we would have let them have it from both properties to make a wake way. We wanted to be sure that it was fenced on both sides (sc+56).

The later 70's they said they were going to close the school because of not enough students. They knocked down the Kindergarden building. Then they went around asking everybody to send their children to Kaawa if they had children or grandchildren when going to Kaneohe school. But now grandchildren when going to Kaneohe

Then word went around it was going to be used as a R&R for teachers & students 9 months island wide school should have had a registration of 165 students but had only 85.

The property stayed available till 1986 when we bought in fee, then my sons decided to fence the yards.

I think our properties should not even be considered, for this acquisition, after all the state didn't do anything for 10 yrs.

Furthermore being of Hawaiian ancestry I would like my properties to be left as is so my grandchildren & great grandchildren can have land in the future years.

About a year & more ago the neighborhood news letter said they had agreed with a land owner to purchase of piece of land for a walkway.

Your Truely
Minnie Akiona
51-277 Kekio Rd
Kaaawa

JOHN WAIHEE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P. O. BOX 119, HONOLULU, HAWAII 96810

ROBERT P. TAKUSHI
COMPTROLLER

LLOYD I. UNEBASAMI
DEPUTY COMPTROLLER

LETTER NO. (P) 1303.4

APR 21 1994

Ms. Minnie Akiona
51-277 Kekio Road
Kaaawa, Hawaii 96730

Dear Ms. Minnie Akiona:

Subject: Kaaawa Elementary School
Site Selection Study and
Draft Environmental Assessment (Draft EA)

Thank you for your March 24, 1994 comments regarding the subject project. As stated in the preface of the document, the study does not recommend a preferred site but identifies the relative advantages and disadvantages of the alternatives to facilitate discussion and decision-making on a final site. Your comments regarding sites 4c, 5b and 5c will be taken into consideration in the final site selection.

We appreciate your input for this project.

Very truly yours,

Gordon Matsuoka

GORDON MATSUOKA
State Public Works Engineer

AY:ln
cc: Mr. Earl Matsukawa, Wilson Okamoto
and Associates, Inc.