February 26, 1999

Mr. Gary Gill, Director
Office of Environmental Quality Control
State of Hawaii
State Office Tower, Room 702
235 South Beretania Street
Honolulu, Hawaii 96813

Dear Mr. Gill:

CHAPTER 343, HRS
Environmental Assessment (EA)/Determination
Finding of No Significant Impact

Recorded Owners:
Applicants:  Evershine Group VIII, L.P.
Location: 567 Portlock Road, East Honolulu, Oahu
Tax Map Key: 3-9-26: 44
Request: Shoreline Setback Variance
Proposal: Replacement of existing foot bridge with retractable version
Determination: A Finding of No Significant Impact is Issued

Attached and incorporated by reference is the Final EA prepared by the applicant for the project. Based on the significance criteria outlined in Title 11, Chapter 200, Hawaii Administrative Rules (HAR), we have determined that preparation of an Environmental Impact Statement is not required.

We have enclosed a completed OEQC Bulletin Publication Form and four copies of the Final EA. If you have any questions, please contact Steve Tagawa of our staff at 523-4817.

Very truly yours,

JAN NAOE SULLIVAN
Director of Planning and Permitting

JNS:am
Encls.

pose doc no. 2555
Final Environmental Assessment

SHORELINE SETBACK
RENOVATIONS (FOOTBRIDGE REPLACEMENT)
AT 567 PORTLOCK ROAD

Honolulu, Oahu, Hawaii

Prepared for:
EVERSHINE GROUP VIII L.P.

Prepared by:
Wilson Okamoto & Associates, Inc. Engineers and Planners

February 1999
I. GENERAL INFORMATION

A. Type of Application: Shoreline Setback Variance (SSV) for a replacement footbridge.

B. Applicant:
Evershine Group VIII L.P.
10011 North Foothill Blvd, Suite 107
Cupertino, California 95014
Phone: (408) 343-1088

C. Recorded Fee Owner:
Evershine Group VIII L.P.
10011 North Foothill Blvd, Suite 107
Cupertino, California 95014
Phone: (408) 343-1088

D. Agent:
Wilson Okamoto & Associates Inc.
Honolulu, Hawaii 96826
Contact: Rodney Funakoshi,
Project Planner
Phone: (808) 946-2277

E. Location:
567 Portlock Road
Honolulu, Oahu, Hawaii 96825
(See Figure P-1)

F. Tax Map Key:
3-9-26: 44 (See Figure P-2)

G. Lot Area:
34,542 Square Feet

H. Agencies Consulted:
City & County of Honolulu,
Department of Planning and
Permitting
State of Hawaii Department of Land
and Natural Resources
II. DESCRIPTION OF PROPOSED ACTION

A. General Description

1. Project Description

The applicant proposes to reconstruct a footbridge across the mouth of a private boat docking area. The proposed footbridge would be retractable and would replace an existing dilapidated footbridge.

In 1960, the then leasehold owner of the property, Mr. Henry J. Kaiser, obtained a U.S. Army Corps of Engineers Permit and a Shore Waters Construction Permit from the State of Hawaii Department of Transportation Harbors Division to dredge and construct a private boat harbor and construct an offshore seawall/breakwater and boat ramp. The subject footbridge was constructed across the mouth of the boat harbor to satisfy a condition of the Shore Waters Construction Permit to provide for public access along the shoreline.

2. Relation to Shoreline Setback

The proposed replacement footbridge and earthwork required for the retractable portion of the footbridge lie entirely within the 40-foot shoreline setback area.

3. Land Uses Approvals Required

A shoreline setback variance is required for the proposed use.

B. Technical Characteristics

1. Use Characteristics

The existing footbridge is used by nearby residents and the public for lateral shoreline access across the mouth of the private boat harbor. The former leasehold owner of the property, Mr. Kaiser,
agreed to construct a footbridge across the channel to satisfy a condition of the Shore Waters permit that public pedestrian access be provided along the shoreline fronting the property. The Harbors Division has also required that the property owner be responsible for maintaining access along the footbridge. A formal easement was since established for shoreline access purposes across the footbridge.

The proposed replacement footbridge is a suitable alternative in accommodating the required public access. The footbridge will most times remain closed to enable continued access across the mouth of the small boat harbor, but will be retractable for very short periods of time to enable the passage of incoming or outgoing boat(s).

2. Physical Characteristics

The proposed retractable bridge will be approximately 75 feet long and 5 feet wide (see Bridge Plan, sections and elevations, Figures S-1 to S-3). The bridge will be constructed of fiberglass or metal and would be mechanically retractable on rails which extend to the north. Handrails about 3.5 feet in height will be provided on both sides of the bridge for pedestrian safety.

Shoreline setback lines, ground elevations as well as the certified shoreline are shown on Figure C-1.

3. Construction Characteristics

Minor clearing and grading of land within the shoreline setback will be needed to provide a level ground surface to accommodate the rails for the retractable footbridge. The shoreline setback, existing and finish ground elevations in the area of the proposed work are shown in Figures C-1 to C-3. The existing footbridge will also be demolished and removed and the chain link fence realigned to accommodate the new bridge.

Care will be taken during construction work to prevent any construction materials and debris from entering the boat harbor and ocean. During grading work, silt fences will be erected makal of the area to be graded to help prevent soil and and grubbed material runoff to the ocean.
A preliminary estimate of construction cost is $200,000, with an anticipated construction time of about 3 months.

4. Other Information

A new retaining wall will also be built on the property, but it will be situated outside the 40-foot shoreline setback area, and thus will not require a variance. The existing boathouse and lands mauka of the shoreline setback will also be improved. Proposed improvements include:

- Renovation of existing boathouse/residence
- Construction of new guest house
- Construction of new garage
- Interior renovation of existing caretaker’s house
- Site improvements:
  - Swimming pool
  - Waterfalls, koi ponds
  - Landscaping
  - Construction of new fence along property line
- New sewer connection

III. AFFECTED ENVIRONMENT

A. Project Site and Surrounding Area

The project site is located at 567 Portlock Road, located in Hawaii Kai, Oahu (see Figure 1). The land parcel is identified as Tax Map Key 3-9-26: 44 and encompasses 34,542 square feet. Vehicular access is via Portlock Road from the north.

Surrounding uses include single-family residences to the north, west and south. Maunalua Bay lies to the east, where varied recreation watercrafts are in operation, including jet skis and motorboats. Fishing activities also take place in the vicinity of the project site.
B. Natural Hazards

1. Flood Hazards

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Map (FIRM), the project site in the shoreline setback area lies within Zone A. Zone A are lands designated as special flood hazard areas inundated by 100-year flood, with no base flood elevations determined. The limits of the flood zone are shown in Figure C-1.

C. Views

Within the shoreline setback area, elevations range from approximately 4 feet to 16 feet above mean sea level. The views offered from the property stretch from Portlock, down the shoreline, to the Waipu area. Both the houses on the shoreline, as well as wall structures and existing vegetation obstruct views from Portlock Road.

D. Shoreline Access

Public shoreline access is available at Kokee Beach Park, which is located approximately 200 feet to the south. Lateral pedestrian access to the shoreline fronting the project site is available from rocky outcrop and small sandy areas to the south and rocky outcrops to the north.

The retractable footbridge will provide safe passage to people crossing the open bay fronting the project site. Although final design of the footbridge is still pending, it is anticipated that a light and safety gates, and possibly an audible warning system will be provided for pedestrian safety prior to footbridge retraction or closure. The bridge operation controls will be restricted to designated personnel on land, such as the resident caretaker.

E. Flora and Fauna

The project site is landscaped, but the landscaping has not been well maintained. The project site contains coconut trees, rocks and rocky outcrops, as well as grassy areas. Other common and introduced flora in the vicinity of the project site include Beach Naupaka (Scaevola taccada),
Finger grass (*Chloris inflata*), Koa-haole (*Leucaena leucocephala*) and Indian Fleabane (*Pluchea indica*).

Mammal species that may occupy the site include mice, rats, mongoose and feral cats. Avifauna probably present includes common exotic species such as myna, doves, sparrows, finches, cardinals and egrets. No endangered species were observed in the area.

IV. RELATIONSHIP TO PLANS, POLICIES AND CONTROLS

A. State Land Use Law

The Hawaii Land Use Law of Chapter 205, Hawaii Revised Statutes (HRS), classifies all lands in the State into four land use districts: Urban, Agricultural, Conservation and Rural. The project site is within the Urban District such that the proposed footbridge would be consistent with this designation.

B. City and County of Honolulu General Plan

The City and County of Honolulu General Plan is a statement of the long-range social, economic, environmental and design objectives for the general welfare and prosperity of the people of Oahu. The plan is a statement of broad policies that facilitate the attainment of the objective of the Plan.

A long range General Plan goal is to provide convenient access to all beaches and inland recreation areas. Another goal is to provide for safe and secure use of public parks, beaches and recreation activities. The proposed project supports these goals and is thus consistent with the General Plan.

C. East Honolulu Development Plan

The City and County of Honolulu's Development Plan (DP) program provides a framework for implementing objectives and policies of the General Plan on an areawide basis. The project site is located in the East Honolulu DP area which encompasses the area from Aina Koa Ridge to Makapuu Point.

One of the development priorities of the East Honolulu DP is to assure beach access. The construction of the footbridge will continue to assure
residents and others with lateral access to the shoreline on either side of the bay.

D. City and County of Honolulu Land Use Ordinance and Zoning

The City and County of Honolulu Land Use Ordinance (LUO) regulates land use in accordance with adopted land use policies, including the Oahu General Plan and Development Plans. The provisions are also referred to as the zoning ordinance. Zoning designations are shown on the zoning map (See Figure P-3).

The property site is zoned R-10 Residential. This allows for single-family residences on 10,000-foot minimum lot sizes. The intent of the R-10 district is to provide areas of large lot urban residential development. In residential districts, nondwelling uses which support and complement residential neighborhood activities are permitted.

Shoreline Setback Regulations. The proposed footbridge replacement project lies within the 40-foot shoreline setback established by the City pursuant to Chapter 23, Revised Ordinances of Honolulu, wherein development is prohibited except through obtaining a shoreline setback variance.

Section 23-1.5 ROH provides, in part, that structures and activities are prohibited within the shoreline area, with the following exceptions:

(1) Minor structures and activities permitted under the rules adopted by the department which do not affect beach processes or artificially fix the shoreline and do not interfere with public access, public views or open space along the shoreline...

(4) Nonconforming structures or structures that have received a shoreline setback variance.

The proposed retractable bridge is intended to replace an existing deteriorated bridge that provides public access along the shoreline. The proposed bridge would not affect beach processes — there is an existing seawall for the bridge abutments, and the remainder of the shoreline is a rocky shoreline area.

Criteria for Granting a Shoreline Setback Variance. Relative to the criteria for granting a variance (Section 23-1.8, ROH), the proposed footbridge
replacement meets the Shoreline-Dependent Facility Standard and the
Hardship Standard.

The footbridge is a shoreline dependent facility— it must be located along
the shoreline at its present location to provide access across the mouth of
the boat harbor. It is the most practicable alternative that meets both the
public access needs as well as the property owner’s needs. The
footbridge will most times remain closed to enable continued access
across the mouth of the small boat harbor, but will be retractable for very
short periods of time to enable the passage of incoming or outgoing
boat(s).

Hardship will be caused to the applicant if the proposed structure is not
allowed within the shoreline setback. The existing bridge is in a
deteriorated state that poses a potential public safety concern for
pedestrian access along the shoreline. Removal of the bridge would
eliminate this safety concern, but impede public access along the
shoreline and be contrary to the requirement to provide for public access
across the harbor mouth. The replacement bridge is proposed to be
retractable such that a boat would also be able to access the private boat
harbor. Presently, no boat access is possible since the existing bridge is
fixed less than four feet above the high water level.

V. SUMMARY OF MAJOR IMPACTS

All anticipated impacts are short term in nature. The proposed retractable
footbridge will not affect the surrounding environment in the long-term.
Construction impacts will be minimal and all efforts to contain and minimize
construction activities will be practiced.

During grading operations and removal and installation of the footbridge,
mitigating measures such as the installation of silt fences and debris containment
will be implemented to minimize any release of sediment into the ocean.

VI. ALTERNATIVES CONSIDERED

The retractable footbridge is needed to replace the temporary fixed bridge that is
currently in place. A drawbridge type of structure is also an option, but has been
rejected in favor of the present design due to cost and maintenance
considerations. No other alternatives currently exist. The current footbridge is in
a deteriorated state and should not be considered for safe, long-term usage.
Without the footbridge, there will no longer be any above water public shoreline
access across the open harbor fronting the property site. The no-action
alternative will continue to keep the current footbridge in use, but due to its
relatively unstable condition, users would be increasingly at risk. Additionally, the current owners of the property would not be able to use their boat harbor to berth boats.

VII. MITIGATION MEASURES PROPOSED

During grading operations and removal and installation of the footbridge, mitigating measures such as the installation of silt fences and debris containment will be implemented to minimize any release of sediment into the ocean.
CROSS SECTION
SCALE: 1"=1'-0"

RENOVATIONS AT
567 PORTLOCK ROAD

Fig. S-3

Prepared by:
WILSON OKAMOTO & ASSOCIATES, INC.
Existing footbridge and fencing

View looking south from northwest corner of property
Existing shoreline, extending north, fronting the property
View of property site and footbridge, from concrete breakwater extension
The shoreline as located and certified and delineated in red is hereby confirmed as being the actual shoreline as of OCT. 13, 1996.

[Signature]
Chairman, Board of Land and Natural Resources

SHORELINE SURVEY
LOTS 1 AND 2
PORTLOCK ROAD SUBDIVISION NO. 2, FILE PLAN 2193
AT MAUNALUA, HONOLULU, OAHU, HAWAII

[Evershine VIII L.P. -- Owner]

SAM O. HIROTA, INC.
864 S. BERETANA STREET
HONOLULU, HAWAII 96813

Job No. 980780
F.B. No. 87132B
889.29
DRAFT EA
COMMENTS AND RESPONSES
January 22, 1999

Mr. Rodney Funakoshi
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Funakoshi:

Draft Environmental Assessment (EA):
Shoreline Setback Variance (SV) at 567 Portlock Road
East Honolulu, Oahu, Tax Map Key: 3-9-26:44

We have reviewed the Draft EA for the above-referenced application filed on December 9, 1998, and have the following comments:

SECTION II - DESCRIPTION OF PROPOSED ACTION

A. General Description

1. Project Description - This description of the project area should be expanded to provide a brief historical background of the existing property (e.g., when and how the harbor and other shoreline features were initially built).

B. Technical Characteristics

1. Use Characteristics - The final EA should clarify whether a public access easement or right-of-way is mandated for this property. If public access is required as part of an easement, the final EA should disclose why the proposed retractable bridge is a suitable alternative in accommodating the required public access.

3. Construction Characteristics - This section of the final EA should be expanded to disclose the estimated cost of the proposed replacement project and the anticipated duration of construction.
4. Other Information - The final EA should be revised to briefly disclose the other improvements that are planned for this property. We note that although currently vacant, the applicants have filed for a variance for significant improvements to the boathouse and the mauka portions of this property.

SECTION III - AFFECTED ENVIRONMENT

D. Shoreline Access - This section should discuss how the actual operation of retractable footbridge will be managed and how such management may affect lateral access. It is unclear what safety mechanisms would be incorporated to prevent pedestrian access while the bridge is retracted (i.e., a safety gate) and who or what would determine when this footbridge would be retracted (i.e., preventing unauthorized operation).

SECTION IV - RELATIONSHIP TO PLANS, POLICIES AND CONTROLS

D. City and County of Honolulu Land Use Ordinance and Zoning - This section should be revised to specifically disclose that the project is subject to the Shoreline Setback Regulations of Chapter 23, Revised Ordinances of Honolulu (ROH). Further, this section should discuss the criteria for granting a variance pursuant to Section 23-1.8, ROH, specifically the Hardship Standard (Sec. 23-1.8(b)(3)(A), ROH) as it applies to the reconstruction of this footbridge.

Should you have any questions, please contact Steve Tagawa of our Coastal Lands Branch at 523-4817.

Very truly yours,

[Signature]

JAN NAOE SULLIVAN
Director of Planning and Permitting

JNS:am

cc: Office of Environmental Quality Control

posse doc no. 1071
6187-02  
February 12, 1999  

Ms. Jan Naoe Sullivan  
Director of Planning and Permitting  
City and County of Honolulu  
Department of Planning and Permitting  
650 South King Street  
Honolulu, Hawaii 96813  

Subject:  Draft Environmental Assessment (EA)  
Shoreline Setback Renovations (Footbridge Replacement)  
at 567 Portlock Road, Honolulu, Oahu, Hawaii  

Dear Ms. Sullivan:  

This is in response to your letter of January 22, 1999 (Ref: 1998/SV-501 (ST) regarding the subject project.  

As requested, the following additional discussions will be provided in the Final EA:  

Project description: will expand to provide brief historical background of the harbor area development.  

Use characteristics: will clarify the mandate for public access easement or right-of-way. The public access requirement is due to a condition of the Shore Waters Construction Permit No. 1186 issued by the State of Hawaii Department of Transportation, Harbors Division in 1960 which requires maintaining a footbridge in connection with this public access.  

Construction characteristics: a preliminary estimate of construction cost is $200,000, with an anticipated construction time of 3 months.  

Other information: will briefly describe other improvements planned for the property.  

Shoreline Access: final design for the footbridge is still pending, however, it is anticipated that a light and safety gates, and possibly an audible warning system will be provided for pedestrian safety prior to footbridge retraction or closure. The bridge operation controls will be restricted to designated personnel on land.
City and County of Honolulu Land Use Ordinance and Zoning: reference to the requirement for shoreline setback variance and discussion of the justification for hardship will be provided in the Final EA.

Thank you for your review of the Draft EA.

Sincerely,

Rodney Funakoshi, Project Manager

cc: Office of Environmental Quality Control
January 19, 1999

MEMORANDUM

TO: KATHY SOKUGAWA, CHIEF ZONING DIVISION

ATTN: STEVE TAGAWA COASTAL LANDS BRANCH

FROM: GARY OKINO, CHIEF PLANNING DIVISION


We have reviewed the above Draft Environmental Assessment regarding the replacement of a footbridge at 567 Portlock Road for the purpose of providing access to a private boat docking area. The parcel is zoned R-10 Residential.

We reviewed the request in light of the City's General Plan and the East Honolulu Development Plan and find there appears to be no significant conflict with these plans.

Should you have any questions, please contact Robert Reed at extension 4402.

GO:ft

c: Loretta Chee, Deputy Director
6187-02
February 12, 1999

Mr. Gary Okino
Chief, Planning Division
City and County of Honolulu
Department of Planning and Permitting
650 South King Street
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment (EA)
Shoreline Setback Renovations (Footbridge Replacement)
at 587 Portlock Road, Honolulu, Oahu, Hawaii

Dear Mr. Okino:

This is to acknowledge receipt of your memorandum of January 19, 1999
to the Department of Planning and Permitting (Ref. RR 1/99-0007)
indicating your review and finding that there is no significant conflict with
the General Plan and East Honolulu Development Plan.

Thank you for your review of the Draft EA.

Sincerely,

Rodney Funakoshi, Project Manager

cc: Steve Tagawa, Department of Planning and Permitting
Office of Environmental Quality Control
January 11, 1999

TO: JAN NAOE SULLIVAN, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: ATILIO K. LEONARDI, FIRE CHIEF

SUBJECT: ENVIRONMENTAL ASSESSMENT, CHAPTER 343, HRS
PROJECTS WITHIN THE SHORELINE SETBACK

PROJECT NAME: REPLACEMENT FOOTBRIDGE AT
567 PORTLOCK ROAD
LOCATION: 567 PORTLOCK ROAD, MAUNALUA
(PORTLOCK), O'AHU
TMK: 3-9-26: 44
STAFF PLANNER: STEVE TAGAWA PHONE: 523-4817
HFD INTERNAL NO. OL 99-001

In response to your memorandum dated December 31, 1998, regarding the Environmental Assessment for the subject project, we do not believe the impact of the project is significant enough to warrant preparation of an Environmental Impact Statement.

Should you have any questions, please call Battalion Chief Charles Wassman of our Fire Prevention Bureau at 831-7778.

ATILIO K. LEONARDI
Fire Chief

AKL/CW:cn
6187-02
February 12, 1999

Mr. Attilio K. Leonardi
Fire Chief
City and County of Honolulu
Fire Department
3375 Koapaka Street, Suite H425
Honolulu, Hawaii 96819-1869

Subject: Draft Environmental Assessment (EA)
Shoreline Setback Renovations (Footbridge Replacement)
at 567 Portlock Road, Honolulu, Oahu, Hawaii

Dear Mr. Leonardi:

This is to acknowledge receipt of your memorandum of January 11, 1999 to the Department of Planning and Permitting (Ref. OL 99-001) regarding the subject project. We concur with your comment that the impact of the project is not significant enough to warrant preparation of an Environmental Impact Statement.

Thank you for your review of the Draft EA.

Sincerely,

Rodney Funakoshi, Project Manager

cc: Steve Tagawa, Department of Planning and Permitting
Office of Environmental Quality Control
Ref: PS:EH

Ms. Jan Naoe Sullivan, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Ms. Sullivan:

Subject: Replacement Footbridge at 567 Fortlock Road
Draft Environmental Assessment (DEA),
TMK: 3-9-2644

We have reviewed the subject DEA and have the following comments for your consideration.

The Oahu District Land Agent has identified that the wooden stairs makai of the shoreline is on State submerged land and has been identified as an encroachment on State land.

Regarding the development of the project, we encourage the applicant to contact the Planning Section, at 587-0381 to discuss applicable permit requirements.

Thank you for the opportunity to comment on the document.

Very truly yours,

Dean Uchida,
Administrator

C.c. ODLO
Planning Section
6187-02
February 12, 1999

Mr. Dean Uchida
Administrator
State of Hawaii
Department of Land and Natural Resources
Land Division
P.O. Box 621
Honolulu, Hawaii 96809

Subject: Draft Environmental Assessment (EA)
Shoreline Setback Renovations (Footbridge Replacement)
at 567 Portlock Road, Honolulu, Oahu, Hawaii

Dear Mr. Uchida:

This is in response to your letter of January 27, 1999 (Ref: PS:EH) to the
City Department of Planning and Permitting regarding the subject project.

Your identification of the wooden stairs makai of the shoreline as an
encroachment on State land is acknowledged. The owner is still
contemplating what course of action will be pursued for this deteriorating
stairway. As requested, we will contact your Planning Section to discuss
any further applicable permit requirements.

Thank you for your review of the Draft EA.

Sincerely,

Rodney Funakoshi, Project Manager

cc: Steve Tagawa, Department of Planning and Permitting
    Office of Environmental Quality Control
Mr. Annie M. H. Chan,
Evershine Group VIII L.P.,
10011 North Foothill Boulevard, Suite 107
Cupertino, California 95014

January 22, 1999

Dear Ms. Chan:

Having reviewed a draft environmental assessment (DEA) entitled Shoreline Setback Renovations at 567 Fortlack Road, Honolulu, Oahu, Hawaii we submit the following comments for your response required by section 343-5(c), Hawaii Revised Statutes.

1. DESCRIBE ALL COMPONENT ACTIONS; NOT ONLY THE FOOTBRIDGE: Page EA-3 notes that "a new retaining wall will also be built on the property, but it will be situated outside the 40-foot shoreline setback area, and thus will not require a variance. The existing boathouse and lands enda of the shoreline setback will also be improved." We acknowledge that the applicant is seeking a variance for the footbridge, which triggered the environmental assessment process under Chapter 343, Hawaii Revised Statutes. However, once the process is triggered, the entire action, consisting of its component phases of footbridge, retaining wall, boathouse and land improvements must be treated as a single action.

Section 11-200-7, Hawaii Administrative Rules states in pertinent part that "[a] group of actions proposed by an . . . applicant shall be treated as a single action when . . . [t]he component actions are phases or increments of a larger total undertaking . . . " Application of Section 11-200-7 to the your proposal will require that you submit additional information on the retaining wall, boathouse and land improvements to be submitted to the City Department of Planning and Permitting for inclusion in the final environmental assessment. In a coastal environment, there are many direct, indirect and cumulative impacts which may result when one undertakes construction and/or shoreline hardening activities. The absence of a full project description in a disclosure document as the environmental assessment may lead to inadequate discussion of direct, indirect and cumulative impacts the project may have.

2. PUBLIC SHORELINE ACCESS ACROSS THE FOOTBRIDGE: Please consult with the local neighborhood board, and the Office of Hawaiian Affairs and describe what measures you will undertake to ensure that the public has free and unimpeded access across such a structure.

Please submit this letter and copies of all other timely-received letters and your responses to the City Department of Planning and Permitting for their inclusion in the final environmental assessment and notice of determination for this project.

If there are any questions, please call Leslie Segundo, Environmental Health Specialist, at 586-4185. Thank you for the opportunity to comment.

Sincerely,

GARY GILL
Director

cc: Steve Tagawa, City and County of Honolulu, Dept. of Planning and Permitting
6187-02
February 12, 1999

Mr. Gary Gill
Director
Office of Environmental Quality Control
236 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment (EA)
Shoreline Setback Renovations (Footbridge Replacement)
at 567 Portlock Road, Honolulu, Oahu, Hawaii

Dear Mr. Gill:

This is in response to your letter of January 22, 1999 to Ms. Annie M. H.
Chan regarding the subject project.

As requested, additional information will be provided in the Final EA on the
other aspects of development on the property. However, it should be
noted that the proposed footbridge replacement is neither a component,
increment, phase nor necessary precedent of the development. There is
no connection between the footbridge project and other renovations and
site improvements that will be undertaken at the property.

Consultation has been undertaken with the Hawaii Kai Neighborhood
Board at its meeting of January 26, 1999. A response has also been sent
to the Office of Hawaiian Affairs regarding their concern for public access
across the structure.

Thank you for your review of the Draft EA.

Sincerely,

Rodney Funakoshi, Project Manager

cc: Steve Tagawa, Department of Planning and Permitting
January 20, 1999

Ms. Jan Naoe Sullivan  
Director of Planning and Permitting  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawai‘i  96813

Re: Environmental Assessment for the Replacement of a Footbridge at 567 Portlock Road,  
Maunalua, O‘ahu TMK: 3-9-26:44.

Dear Ms. Sullivan:

Thank you for the opportunity to review the Environmental Assessment prepared in conjunction  
with a Shoreline Setback Variance application for the above-referenced project. The applicant  
proposes to renovate an existing footbridge across a private boat harbor in order to allow for  
continued public access to the shoreline. The proposed new footbridge will be retractable to  
allow for the berthing of boat(s) in the small harbor. The current bridge, which consists of one  
long wooden plank, is old, unsafe and does not easily allow for boat access to the harbor.

Shoreline access is always an issue of concern to the Office of Hawaiian Affairs. This project  
expects to continue and improve public access to ocean resources. In addition, the new bridge  
will rectify an unsafe situation. However, we have one concern. The improved footbridge must  
remain in a closed (down) position unless temporarily opened to allow boat access. Public  
access must not be dependent upon permission or the availability of someone to operate the  
bridge.
Ms. Jan Naoe Sullivan  
Director of Planning and Permitting  
City and County of Honolulu  
January 20, 1999  
Page two

Again, thank you for the opportunity to review the EA application. If you have any questions concerning our comments please contact Colin Kippen, Land and Natural Resources Division Officer or Lynn Lee, EIS Planner at 594-1936.

Sincerely,

Colin Kippen, Jr.  
Deputy Administrator  

C. Sebastian Aoot  
Land and Natural Resources Division Officer

cc: Board of Trustees
6187-02
February 12, 1999

Mr. Colin Kippen, Jr.
Deputy Administrator
State of Hawaii
Office of Hawaiian Affairs
711 Kapiolani Boulevard, Suite 500
Honolulu, Hawaii 96813

Subject:
Draft Environmental Assessment (EA)
Shoreline Setback Renovations (Footbridge Replacement)
at 567 Portlock Road, Honolulu, Oahu, Hawaii

Dear Mr. Kippen:

This is in response to your letter of January 20, 1999 to the City
Department of Planning and Permitting regarding the subject project.

As you have indicated, the proposed footbridge will not be retracted except
allow for boat access to the harbor, unless special circumstances such
as periodic maintenance warrant opening the bridge. This bridge should
thus not remain open for more than a very short period of time.

Thank you for your review of the Draft EA.

Sincerely,

[Signature]

Rodney Funakoshi, Project Manager

cc: Steve Tagawa, Department of Planning and Permitting
Office of Environmental Quality Control
Jan. 19, 1999
397 Portlock Rd.
Honolulu, HI 96825

Jan Naoe Sullivan,
Director of Planning & Permitting
659 S. King St., 7th Floor
Honolulu HI 96813

Re: Eversine’s permit application for marina and harbor construction on Portlock Road.

I have lived on Portlock Road for 35 years and own my home. This is a quiet residential neighborhood — one of the loveliest areas on the island. That’s being threatened now by Eversine’s proposals for development of the harbor and boathouse on the former Kaiser property.

The plans smack of potential commercialization — totally out of place in a residential area, if not against city plans.

It is interesting that the company can’t answer questions about its principals, plans for the property and marina, construction costs, estimated time of construction and the general contractor. Yet, it plans to begin building in September. Go figure.

People who have lived on Portlock longer than I say when Kaiser built his home with a private marina, it changed the character of the coastline. Few patches of sand remain amid the ocean rubble washing ashore. No further harbor or bridge construction should be allowed there without careful study of the environmental impact along the entire Portlock coastline.

But rather than waste time, money and effort, the permit application should be denied. The purpose isn’t appropriate for a residential area.

Sincerely,

Helen Altonn
6187-02
February 12, 1999

Ms. Helen Altonn
397 Portlock Road
Honolulu, Hawaii 96825

Subject: Shoreline Setback Renovations (Footbridge Replacement)
at 567 Portlock Road, Honolulu, Oahu, Hawaii

Dear Ms. Altonn:

This is in response to your letter of January 19, 1999 to Ms. Jan Naoe Sullivan of the City Department of Planning and Permitting. For your information, Wilson Okamoto & Associates is the agent for the applicant assisting in processing the request to the City for the shoreline setback variance.

The "marina and harbor construction" you refer to is the replacement of an existing deteriorated footbridge across the mouth of an existing private marina which provides lateral public access along the shoreline. Contrary to neighborhood fears, no commercial use of the marina is planned – the boathouse behind it will be a single-family residence inhabited by the Chan family, and not for use as a corporate retreat or entertainment complex.

An environmental assessment has been prepared to document the anticipated impacts of the footbridge replacement. For your information, the City Department of Planning and Permitting has reviewed the project and found that there is no significant conflict with the General Plan and East Honolulu Development Plan.

Sincerely,

Rodney Funakoshi, Project Manager

cc: Steve Tagawa, Department of Planning and Permitting
Office of Environmental Quality Control
January 20, 1999

Jan Naoe Sullivan,
Director of Planning & Permitting
659 S. King Street, 7th Floor
Honolulu, Hawaii 96813

Re: Evershine's permit application for marina and harbor construction on Portlock Road

My name is Paige K. Altonn. I have lived on Portlock Road for 35 years. Has Evershine been in Hawaii for 35 years? Do they know the spirit of Aloha?

I'll bet they have no idea what kind of spirit Portlock has. Not only will the construction of a marina and harbor at Kaiser ruin this spirit it will destroy what is left of the beaches we kids grew up on. I learned how to swim at "The Hole". I learned how to dive and surf off "The Pier at Seconds". Both of these swimming holes no longer exist because of the construction of Henry J. Kaiser did all those many years ago.

Has Evershine calculated what kind of damage this construction will cause in the next 20 years? 30 years? 40 years? Have they thought about what the long term destruction will be to the coastline, the environment, and the ocean? Or have they?

Because no information can be had about the company, the principals or the plans are we to assume that they are doing something covert? Maybe they are planning on "buying" their way into this construction. Maybe there is something so illegal going on that they don't want anyone to know about the plans until it is too late?

You tell me! Evershine obviously has a lot of money and maybe they have the guts to go with it but this is something that should not even be considered, let alone approved!!!

Let's, just for once, just because it is the right thing to do, just because it would save the fish and the tides and the ocean and the beaches, all the things WE ALL love about Hawaii and Portlock, let's just NOT let this happen.

Sincerely,

Paige K. Altonn
Paige Keilli Altonn
397 Portlock Road
Honolulu, Hawaii 96825
February 12, 1999

Ms. Paige K. Altonn
387 Portlock Road
Honolulu, Hawaii 96825

Subject: Shoreline Setback Renovations (Footbridge Replacement) at 567 Portlock Road, Honolulu, Oahu, Hawaii

Dear Ms. Altonn:

This is in response to your letter of January 20, 1999 to Ms. Jan Nacoe Sullivan of the City Department of Planning and Permitting. For your information, Wilson Okamoto & Associates is the agent for the applicant assisting in processing the request to the City for the shoreline setback variance.

The "marina and harbor construction" you refer to is the replacement of an existing deteriorated footbridge across the mouth of an existing private marina. The footbridge currently provides the public with lateral access along the shoreline but is becoming a safety hazard due to its physical condition. Contrary to neighborhood fears, no commercial use of the marina is planned – the boathouse behind it will be a single-family residence inhabited by the Chan family, and not for use as a corporate retreat or entertainment complex.

An environmental assessment has been prepared to document the anticipated impacts of the footbridge replacement. No other marina or harbor construction is planned at this time. For your information, the City Department of Planning and Permitting has reviewed the project and found that there is no significant conflict with the General Plan and East Honolulu Development Plan.

Sincerely,

Rodney Funakoshi, Project Manager

cc: Steve Tagawa, Department of Planning and Permitting
    Office of Environmental Quality Control
Ms. Jan Naoe Sullivan  
Director  
Department of Planning and Permitting  
650 South King Street, 7th Floor  
Honolulu, Hawaii 96813

Dear Ms. Sullivan:

Subject: Environmental Assessment, Chapter 343, HRS Projects within the Shoreline Setback, 567 Portlock Road, Hawaii Kai, Oahu, TMK: 3-9-26: 44

Thank you for your letter of December 31, 1998, transmitting the above document for our review and comments. The proposed replacement footbridge will not adversely impact our State highway facilities.

Very truly yours,

KAZU HAYASHIDA  
Director of Transportation

(NO WRITTEN RESPONSE REQUIRED.)
Ms. Jan Naoe Sullivan, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Ms. Sullivan:

Subject: Draft Environmental Assessment (1998/SV-501)
Replace Footbridge at 567 Portlock Road
Maunalua, Oahu
TMK: 3-9-26: 44

Thank you for allowing us to review and comment on the subject project. We do not have any comments to offer at this time.

Sincerely,

Gary Gill
Deputy Director for
Environmental Health

(NO WRITTEN RESPONSE REQUIRED.)