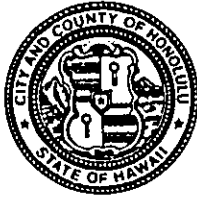


DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

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JEREMY HARRIS
MAYOR



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RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR
2001/SMA-44 (DT)

August 28, 2001, OEC OF ENVIRONMENTAL
QUALITY CONTROL

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
State of Hawaii
State Office Tower, Room 702
235 South Beretania Street
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

CHAPTER 343, HAWAII REVISED STATUTES
FINAL ENVIRONMENTAL ASSESSMENT (EA)

Recorded Owner : State of Hawaii
Applicant : Department of Design and Construction
Agent : AKTA Ltd. (Arthur Kimbal Thompson)
Location : Kaiona Beach Park, 41-575 Kalaniana'ole
Highway - Waimanalo
Tax Map Keys : 4-1-3: por. 16
Request : Special Management Area Use Permit
Proposal : Construction of a new canoe and
equipment storage facility (halau),
driveway, concrete walkway, and other
minor park amenities at the existing
beach park
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, we have determined that preparation of an Environmental Impact Statement is not required.

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Ms. Genevieve Salmonson, Director
Page 2
August 28, 2001

We have enclosed a completed OEQC Bulletin Publication Form and four copies of the Final EA. If you have any questions, please contact Dana Teramoto of our staff at 523-4648.

Very truly yours,


For RANDALL K. FUJIKI, AIA
Director of Planning
and Permitting

RKF:nt

attachs.

cc: AKTA Ltd. (Arthur Kimbal Thompson)
Dept. of Design and Construction (Wesley Obata)

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DEPARTMENT OF PLANNING
& CONSTRUCTION
CITY AND COUNTY OF HONOLULU

2001-09-08-DA-FEA-

(KAIONA BEACH PARK)
FINAL ENVIRONMENTAL ASSESSMENT

PREPARED FOR:
CITY AND COUNTY OF HONOLULU
DEPARTMENT OF DESIGN AND CONSTRUCTION

PREPARED BY:
AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

AUGUST 2001

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I. GENERAL INFORMATION

A. Applicant:

Department of Design and Construction
City and County of Honolulu
850 S. King Street, 9th Floor
Honolulu, HI 96813
(808) 523-4783

B. Recorded Fee Owner:

State of Hawaii E. O. to City and County of Honolulu
Parks & Recreation
City & County of Honolulu
650 S. King Street
Honolulu, HI 96813
(808) 523-4182

C. Agent:

Arthur Kimbal Thompson, AKTA Ltd.
46-160 Nahiku Street
Kaneohe, HI 96744
(808) 236-1373

D. Tax Map Key: 4-1-3: Portion 16

E. Project Area: 192,100 Sq. Ft. (4.41 Acres)
Total Area of Park: 1,470,803 Sq. Ft. (33.76 Acres)

II. DESCRIPTION OF THE PROPOSED ACTION

A. General Description

The City & County of Honolulu Department of Design and Construction (DDC) propose to develop a Canoe Halau at Kaiona Beach Park in Waimanalo. The proposed project is a product of the City's Waimanalo Vision Team and was funded in the City's FY 2000 and 2001 budgets.

The proposed project is located at Kaiona Beach Park in Waimanalo (see Exhibit 1). The 4.41 acres beach/shoreline park is situated between Waimanalo Beach Park and Kaupo Beach Park. The park stretches approximately 5,217 feet (.92 miles) along the makai side of Kalaniana'ole Highway.

The proposed project consist of **TMK 4-1-03:016, Parcel C** – This 192,100 sq. ft. (4.41 Acres) parcel stretches approximately 1,463.85 feet (.26 miles) along the makai side of Kalaniana'ole Highway.

A. Technical Characteristics

1. Purpose of the Project

Develop a Canoe Halau. The proposed project would provide a permanent and secured storage facility for canoes, kayaks and related equipment, as well as provide an informal gathering area for paddlers. It would be used by the local canoe paddling community that includes among others, Waimanalo Canoe Club, the members of the Waimanalo Canoe Club, their ohana and the Kaiona Beach Park neighborhood. The proposed facility would support Hawaiian outrigger canoeing which is a growing recreational sport, as well as a vehicle for personal growth character development, education, and awareness of Hawaiian cultural values. The proposed canoe halau would be a tremendous benefit for the canoeing community and other recreational users.

The proposed canoe halau would be constructed by, the Waimanalo Canoe Club and the City & County of Honolulu, Department of Design & Construction (DDC) and overall management of the facility would be provided by the City & County of Honolulu Department of Parks and Recreation (DPR). DPR has adopted rules and regulations regarding the construction and operation of canoe shelters on City park properties. According to these rules and regulations, canoe clubs using the proposed facility must have membership that is open to the general public. Furthermore, canoe associations using the proposed canoe halau would be required to furnish DPR, Parks Permit Section with a listing of canoe storage space assignments.

Improve Landscaping. The proposed project would also improve the aesthetics and recreational environment at the canoe halau site and at the Waimanalo and of Kaiona Beach Parks. The new canoe halau is designed as an accessible structure.

2. Physical Characteristics:

Canoe Halau

Siting. The proposed canoe halau is planned for the Waimanalo end of Kaiona Beach Park on Parcel C. The facility will be beyond the required 40-foot shoreline setback.

The entire building will be on parcel C, and no grading will be required. The immediate site will require excavation of the 27' x 60' canoe halau 24" backfilled with select borrow (+/- 270 cubic yard grading or cut/fill). Any over excavation beyond the footprint can be backfilled with the native sand.

Canoes will be launched in the Waimanalo direction (no change from how they are presently launched.) The proposed facility will be sited in a manner that maximizes ventilation and allows flow-through circulation from both the water and trailer loading directions.

Launching platforms or other docking provisions are not needed and off-site parking will continue to be accommodated on the adjacent Kaiona Beach Park parking lot, along the launching ramp facility and along Kalaniana'ole Highway.

Components. The proposed facility will measure approximately 24 feet by 60 feet and 24 feet high. Components of the canoe halau will include:

- Adjustable interior storage racks that can accommodate +/- 6 six-man canoes (40-44 feet in length) and trailer storage for additional six-man canoe, smaller canoes and kayaks.
- Provision for secured storage for equipment (e.g., paddles, canoe covers) and additional storage in attic loft.
- Informal gathering area for paddlers, community members and public; as appropriate.
- Provision for water hose bibb off of building exterior for hosing off canoes.
- Provision of concrete walkway flush with canoe halau slab to access hose bibb to meet ADAAG as required by HRS 103-50.

- The existing outdoor shower adjacent to the existing comfort station will be retained. No additional showers or restroom facilities will be provided in this portion of the park (design provisions may be made for future installation).
- An existing access road historically utilized to access canoes onto the site is to remain unpaved and to be used for trailer loading.

Design Features. The design of the proposed canoe halau will be appropriate from both a cultural and contextual standpoint with historic reference made to assimilate the design of traditional style halau wa a. This design was derived from information included in publication "Kaiona Beach Park Canoe Halau – A Cultural Stewardship Opportunity for the Waimanalo Community" prepared by the Waimanalo Canoe Club, Summer 1999. The sides of the facility will be kept as open as possible so that flow-through circulation is achieved. The facility will feature a steeply sloped roof structure resting on 10 ohia posts (5 on each side) parallel to Kalaniana'ole Highway (the sides of the facility will be kept as open as possible so that flow-through circulation is achieved); with provision for metal security grille panels, and operable garage doors; and moss rock walls (see Exhibits 4 and 5). The exterior of the building will be lighted.

3. Construction Timetable and Funding Source

Construction is expected to begin in October 2001 and be completed in early 2002. As mentioned earlier, the proposed project is a product of the City's Waimanalo Vision Team. A total of +/- \$450,000.00 for planning, design, and construction of site improvements was included in the City' FY 2000 and 2001 budgets.

B. Economic and Social Characteristics:

The proposed canoe halau and other site improvements at Kaiona Beach Park are considered public uses. Kaiona Beach Park is publicly owned and is operated and maintained by the City & County of Honolulu. The proposed canoe halau would be constructed by a private contractor in conjunction with the City & County of Honolulu, Department of Design & Construction (DDC) and overall management of the facility would be provided by the City & County of Honolulu Department of Parks and Recreation (DPR).

C. Environmental Characteristics:

Geologic Setting. The shoreline along the park is indicated to be underlain by beach sand composed mainly of coral and seashells. The beach sands are extremely erodable and shift constantly under tidal and wind action. The remainder of the park is underlain by a soil horizon composed of coralline sands assigned to the Jaucas series. These soils have a low expansion potential as well as low corrosion potential with respect to uncoated steel and concrete. On

relatively flat ground, such as typical of the subject building site, the erosion hazard due to water is considered slight, but susceptibility to wind erosion is considered severe where vegetation has been removed.

Scour and Erosion Susceptibility. The surface soils at each site are highly susceptible to wind erosion and all of the soils are also highly susceptible to scour during flood conditions. Since the proposed construction site does not fall within a flood zone, no precautions to protect the new structures from undermining during flooding are considered necessary. (Weidig Geotechnical Report, Kai'ona Beach Park Canoe Halau, Kalaniana'ole Highway at Bell Street, Waimanalo, O'ahu, Hawaii', July 7, 2000)

III. DESCRIPTION OF THE AFFECTED ENVIRONMENT IMPACTS AND MITIGATION

A. Physical Setting

The proposed project is located at Kaiona Beach Park in Waimanalo. The 4.41 acres beach/shoreline park is situated between Waimanalo Beach Park and Kaupo Beach Park. The park stretches approximately 5,217 feet (.92 miles) along the makai side of Kalaniana'ole Highway. The shoreline fronting the park is entirely sandy beach.

1. Existing Uses

Kaiona Beach Park is primarily used for boating, canoeing, snorkeling, diving, and picnic activities. Park facilities include a comfort station located at the center of the park including a four-head shower.

At the Makapuu end of the beach park is a small boat launching access. Facilities at the ramp include a single-lane launch ramp, and paved parking area. The parking area presently serves users of the beach park and ramp facility and can accommodate approximately 20 automobiles. Over the years, canoe paddlers and kayakers have used this parking area on an ongoing basis.

An exterior four-headed shower and adjacent comfort station are located on Parcel C. There are existing shoreline vegetation and numerous coconut palms. The site is primarily used for current activities of the canoe paddlers (canoe parking and launching) shower, picnicking, and other passive recreation activities. The site of the proposed canoe halau has been historically used by the community as a canoe launching and open canoe storage area.

2. Climate

The Waimanalo climate includes mild and equable temperatures the year round, moderate humidity and little variation in temperature between day and night due to the Northeasterly Tradewinds that blow directly on-shore off the ocean. In the summer, between about May and October, when the sun is more directly overhead, the weather is warmer and drier and the trade winds most persistent. In winter, between about October and April, the sun is in the south, the weather is cooler and the trade winds more often interrupted by other winds and by intervals of widespread clouds and rain.

The proposed action will have no effect on climatic conditions and no mitigative measures are necessary.

3. Topography and Soil Characteristics

The project site is fairly level and located at elevation 14.5 +/- 0.5 feet above sea level (Walter P Thompson, Inc, September, 2000 site survey). The shoreline along the park is indicated to be underlain by beach sand composed mainly of coral and seashells. The beach sands are extremely erodable and shift constantly under tidal and wind action. The remainder of the park is underlain by a soil horizon composed of coralline sands. (Weidig)

The entire parcel is well grassed and the majority of the site drains towards Kalaniana'ole Highway. There will be no site grading and no major alterations to the topography of the site will occur. The area immediately surrounding the canoe halau will be regrassed. No mitigative measures are necessary.

4. Flood Hazard

According to the Federal Emergency Management Agency (FEMA), the project is not located in a flood zone. Flood insurance rate maps designate most of the parcel as Zone D (except for a narrow strip along the ocean which is in Zone VE, elevation 13) with a base flood elevation for a 100-year storm of 13 feet. According to Oahu Civil Defense Agency, the subject property is also located in a Tsunami inundation zone.

The proposed action will not exacerbate any hazard conditions. Planning and design for the project will comply with flood district and other structural standards to mitigate any potential damages. The sides of the canoe halau will be designed to be as open as possible so that wind can flow through the structure. The finish floor elevation is at 15 ft above sea level, 2 feet higher than the adjacent Makai VE zone.

The potential impact of destructive winds and torrential rainfall of tropical storms and hurricanes on the proposed canoe halau will be mitigated by compliance with the Uniform Building Code adopted by the City and County of Honolulu.

5. Flora and Fauna

Vegetation on the site consists primarily of grass, alien weeds, and trees of common varieties such as mature ironwood and coconut trees along the makai park boundary. There are no rare, endangered or threatened species of plants or wildlife that inhabit the project site.

The construction of the canoe Halau will not require the removal of any trees; the area around the canoe halau will be re-grassed.

6. Significant Habitats

According to the National Fisheries Service (NMFS), green sea turtles and monk seals (rarely) are sighted in Waimanalo Bay as well as humpback whales and dolphins further offshore (outside the reef). This area is however, not a sea turtle study site for NMFS and construction activities and operation of proposed canoe halau will not impact the aquatic species.

No significant lighting will be added with the canoe halau and the iron wood trees acts as a buffer between the ocean and the halau, strong light can sometimes attract green sea turtles to shore.

The nature and location of the proposed project ensures that wildlife will not be affected.

7. Historic and Cultural Resources

According to the State Department of Land and Natural Resources, Historic Preservation Division "there are no known historic sites at the project location, but based on similar soil deposits (i.e. Jaucus Sands) in nearby areas, we believe that these sandy soils might contain cultural layers as well as human burials." Per Historic Preservation Divisions request an archeological monitoring plan will be submitted by a qualified archeologist prior to construction. If an archeological monitoring plan is approved and implemented, the Historic Preservation Division "believe that the canoe halau will have no 'adverse effect' on significant historic sites that may be present in the project location."

The construction of the canoe halau will be conducted according to an approved monitoring plan. Should archeological remnants be unearthed, the State Historic Preservation Office will be notified to assess impacts and implement mitigative measures deemed necessary.

8. Noise

Existing noise levels at the project site are consistent with similar coastal locations in the surrounding area. Traffic noise from Kalaniana'ole Highway is the predominant source of background noise in the vicinity of the project site.

Construction activities related to the proposed canoe halau will affect noise levels. Construction equipment, such as tractor with an excavator and/or, front-loader and small crane or truck mounted hoist and material-carrying trucks and trailers, would be the dominant source of noise during the construction period. Construction noise may impact residents in private homes mauka of Kalaniana'ole Highway, but will be confined to daylight working hours only and should be short-term. Construction will comply with the State Department of Health's *Administrative Rules, Chapter 11-46*. Once the construction is

completed, it is anticipated that the canoe halau will have no adverse impact upon existing noise characteristics; thus, no-long-term mitigative measures are necessary.

9. Air Quality

Air quality in the area is mostly affected by air pollutants from vehicular sources. The project is located along Kalaniana'ole Highway, a major roadway which links Kailua and Waimanalo to East Honolulu and presently carries a high level of vehicular traffic, particularly during the morning and evening commute period.

Air quality impacts attributed to the project will include dust generated by short-term, construction-related activities. Site work such as excavation and construction of the canoe halau will generate airborne particulates and erosion and dust control mitigation procedures can be implemented as may be required during construction.

Once the construction is completed, it is anticipated that the canoe halau will not have an adverse impact upon air quality in the area; thus no long-term mitigative measures are needed.

10. Water Quality

The waters of Waimanalo Bay are designated as Class A and Class AA by the State Department of Health (DOH). Waters between the Southerly boundary of Kaiona Beach Park to Makapu'u Point and the areas around Manana (Rabbit) Island and Kaohikaipu Island are Class AA, the rest of the bay is Class A. There is no discharge in this area and the waters appear clean.

The proposed canoe halau will not change the ocean-related activities that currently take place at Kaiona Beach Park, except for providing protected and secured storage space for the canoes and kayaks. During the construction period, the impact to coastal waters will not be affected as the Canoe Halau is sufficiently on shore from the high water mark and outside of the Shoreline Setback.

The following Best Management Practices (BMP) are to be implemented as noted on the construction drawings.

1. Construct a stabilized construction entrance/exit at the locations indicated or as accepted by the officer-in-charge to prevent dirt from being tracked onto area roadways, and from entering into storm drainage system and surface/coastal waters. All vehicles entering and exiting the site are to be washed down prior to exit.

- A. An existing paved area in the park may be used for the washing operation provided that runoff from the site will not create nuisance to park users or have the potential to runoff on to area roadways, or into storm drains, coastal waters or channels leading thereto.
- B. Stabilized access/egress points in grassed areas may be covered with a reinforced erosion control mat that will serve to retain dirt and soil materials. Mat Materials shall cover a minimum area of 50' L x 20' wide and be maintained as a tire wash area surface throughout the duration of work at the site. All mat material and anchoring devices shall be removed upon completion of the work and the area shall be regrassed following use as an access/egress location.
- C. If gravel is used to stabilize the access/egress area, it shall be, 1" to 3" size aggregate placed in minimum area of 50'L x 20' wide x 8" D. All gravel is to be removed from the area following construction and disposed off-site. The area shall be re-grassed following use as an access/egress location.

Other means of stabilizing the access/egress area may be accepted by the officer-in-charge.

2. Install silt fence at locations shown on plan. Silt fence may be adjusted to fit contractor's operations after the contractor acquires acceptance of the officer-in-charge.

Per project civil engineering consultant, Belt Collins Hawaii, the Best Management Practices implemented to minimize runoff from entering Kalaniana'ole Highway as shown on the construction drawings are as follows: "A silt fence is to be installed on the down slope site of the construction site, a stabilized construction access/egress is to be provided with a minimum area of 50 feet long by 20 wide, and new planting is to be established before removal of any erosion control measures."

"Based on the field topographic survey, there is a slight berm in approximately along the 40-foot shoreline setback in the project area. Due to this berm, runoff from the construction site will also flow down slope towards the highway. As such, runoff from the construction site will also flow down slope towards the highway and not towards the ocean and no silt fence is needed on the makai side of the construction area. Watering will control wind blow dust that may be transported to the ocean."

There will be no effect on coastal waters fronting Kaiona Beach Park; thus no long-term mitigative measures are necessary.

11. Visual Resources

Along this strip of Kalaniana'ole Highway the coastal views compete with the grand views of the Koolau Mountain Range. Vehicles and pedestrians travelling along glimpse the ocean between mature vegetation. Due to the siting and design of the canoe halau at Kaiona Beach Park, the structure will not obstruct ocean views for pedestrians or motorists from Kalaniana'ole Highway. The canoe halau is sited "in front of" existing mature ironwood trees that currently blocks the ocean view (see exhibit 1 and 2). As sited the canoe halau will minimize environmental impact, which could be greater if located elsewhere in park. The siting of the canoe halau has been reviewed and coordinated with the Department of Planning and Permitting to minimize coastal view obstruction. A photo board and siteplan was presented to DPP February 9, 2000. To evaluate the visual impacts of the project the canoe halau is superimposed on photographs of the existing park (see exhibit 3)

The proposed canoe halau would have little or no impact on nearby residences. Ocean views for private homes across Kalaniana'ole Highway are currently obstructed by ironwood trees and other vegetation in this part of the park.

B. Socio-Economic Environment

Waimanalo and Waimanalo Beach had a combined resident population of approximately 7693 per the 2000 United States Census. The community is considered a residential area and the population tends to be relatively stable with +/- 60 % of the population in the 18 to 64 year old age range.

Waimanalo is primarily known for its low-density single-family houses and also contains some medium-density townhouses. Commercial uses in the vicinity of the project site include gas stations, fast food restaurants and "mom and pop" stores along Kalaniana'ole Highway. Recreational facilities in the vicinity of the project site include the Waimanalo Beach Park and Kaupo Beach Park.

On a short term basis the proposed project will support construction and construction related employment. On a long-term basis, the canoe halau will not have an impact on employment opportunities, nor will it have an impact upon local population levels.

The canoe halau and landscape improvements, however, will enhance the social, cultural, and recreational opportunities available at Kaiona beach Park. The canoe halau supports a growing sport among adults and young athletes and promotes Hawaiian culture via outrigger canoeing activities. Canoe paddling is a constructive after school activity that promotes family values, teamwork, commitment, good sportsmanship, and care for the environment. The proposed canoe halau will benefit and support the local canoe paddling community and

there will likely be increased use of the park for picnicking and other recreational activities.

The proposed project adds to the quality of recreational opportunities available in the Waimanalo area and is as a very positive impact.

C. Infrastructure

1. Roadways

Primary and only access to and from Kaiona Beach Park is from Kalanianaʻole Highway, the only major roadway in this part of the island. The highway links Waimanalo to East Honolulu and Kailua. The highway consists of one lane in each direction and is heavily used during the morning and evening commute hours.

There are no important intersections near the project site. On a short-term basis, traffic flow on Kalanianaʻole Highway may be impacted as construction vehicles enter and exit the project site. This impact however, is not considered significant due to the short time period this will occur. On a long-term basis there are no anticipated traffic impacts associated with the proposed action. A traffic impact and on site maneuvering study was completed by Belt Collins and submitted to the State of Hawaii Department of Transportation on July 27, 2000. (see Belt Collins July 27, 2000 Letter, exhibit 6 and traffic study, exhibit 7). Construction plans were approved and signed by The State Department of Transportation Highways Division Administrator, October 5, 2000.

The canoe paddling season occurs in the summer months for the Oahu Regatta season (roughly June through August) and into mid October for the long distance season.

2. Water Supply

The project is presently served by an existing 1.5" water meter. Included in the project is the relocation of the existing pressure reducing valve with 2" gate valve in concrete box and installation of new 2" BWS approved above ground reduced pressure principal backflow preventer. The existing water system is presently adequate to accommodate the two hose bibs proposed for the Canoe Halau. Given the low quantity of water anticipated to be used the impact on the existing water system will be insignificant.

3. Wastewater

The proposed project does not include showers or restroom facilities, thus there will be no direct impacts to the wastewater system. Indirect or cumulative effects of building the canoe halau will also not be significant since the proposed project

will not change how the site is presently used, except by providing a permanent storage facility. It is anticipated that the majority of those that will use the canoe halau already paddle and use the existing facilities at the beach park. According to construction record drawings the existing restroom facility wastewater discharges to a cesspool and the shower drains by sheet flow to the surrounding area. No modifications to the existing restroom building or improvements to the wastewater disposal system are in the project scope of services (Belt Collins Hawaii August 23, 2001 letter, exhibit 22). Additional wastewater generated from existing showers and restroom facilities and its affect on nearshore water quality is not expected to be significant.

4. Stormwater

Stormwater is presently absorbed on the subject property since it is relatively flat with minimal paved surfaces. The velocity and volume of on-site flows is not expected to increase and there will be no additional adverse effects resulting from the proposed canoe halau.

5. Electrical

Hawaiian Electric provides electrical service at the site. Conations are available to the subject property. There are existing light poles along Kalaniana'ole Highway and the restroom has interior and exterior lighting. The canoe halau will have indoor lighting for functional use and outdoor security lighting consisting of concealed source down lighting built into the underside of the eave soffits. This represents a minor increase in electrical consumption that can be accommodated without any modifications to the areas power distribution system.

6. Solid Waste Disposal

Solid waste shall be contained and removed from site weekly or or as required with full container.

IV. FINDING OF NO SIGNIFICANT IMPACT

SIGNIFICANCE CRITERIA: According to the Department of Health Rules (I-200-12), an applicant or agency must determine whether an action may have significant impact on the environment, including all phases of the project, its expected consequences both primary and secondary, its cumulative impact with other projects, and its short and long-term effects. In making the determination, the Rules establish "Significance Criteria" to be used as a basis for identifying whether significant environmental impact will occur. According to the Rules, an action shall be determined to have significant impact on the environment if it meets any one of the following criteria:

1. Involves and irrevocable commitment to loss or destruction of any natural or cultural resources;

The proposed project will minimally impact scenic views of the ocean as the long axis of the building fronts an existing stand of Ironwood Trees both wider and taller than the proposed structure. Existing ocean views remaining around and to each side of the proposed structure. The visual character of the existing Beach Park will remain unchanged except for the addition of the proposed structure; the community provided the design criterion for this Halau.

The structure will have no impact on existing drainage systems and site runoff. No significant archaeological or historic sites are known to exist on the site. Should any archaeologically significant artifacts, bones or other indicators of previous onsite activity be uncovered during the construction phases of development, their treatment will be conducted in strict compliance with the requirements of the Department of Land and Natural Resources.

2. Curtails the range of beneficial uses of the environment;

The site of the proposed structure deals with a relatively small grassed and sandy area within an existing Beach Park use. As local paddlers have utilized the area historically, there will be minimal additional impact that would curtail the range of beneficial uses of the environment. The project continues a present shoreline recreational use and access by the general public directly in line with goals of the Sea Grant program. In looking to a current planning cycle of 50 years, the intent of this facility is to foster good shoreline management to and for the Waimanalo public.

3. Conflicts with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS; and any revisions thereof and amendments thereto, court decision, or executive orders;

The proposed development is consistent with the Environmental Policies established in Chapter 344, HRS and the National Environmental Policy Act.

4. Substantially affects the economic or social welfare of the community or state;

As local paddlers have utilized the area historically, there will be minimal additional impact that would curtail the range of beneficial uses of the environment. The project continues a present shoreline recreational use and access by the general public directly in line with goals of the Sea Grant program. In looking to a current planning cycle of 50 years, the intent of this facility is to foster good shoreline management to and for the Waimanalo public.

5. Substantially affects public health

The project should not affect public health.

6. Involves substantial secondary impacts, such as population changes or effects on public facilities

The proposed project does not involve substantial secondary impacts, such as population changes or effects on public facilities other than provide a secured location for the between event and off-season storage of Hawaiian Racing Canoes for the local community. As local paddlers have utilized the area historically, there will be minimal additional impact that would involve substantial secondary impacts.

7. Involves a substantial degradation of environmental quality;

The site of the proposed structure deals with a relatively small grassed and sandy area within an existing Beach Park use. As local paddlers have utilized the area historically, there will be minimal additional impact that would involve a substantial degradation of environmental quality.

8. Is individually limited but cumulatively has considerable effect on the environment, or involves a commitment for larger actions.

As local paddlers have utilized the area historically, there will be minimal additional impact that would curtail the range of beneficial uses of the environment. The project continues a present shoreline recreational use and access by the general public directly in line with goals of the Sea Grant program. In looking to a current planning cycle of 50 years, the intent of this facility is to foster good shoreline management to and for the Waimanalo public.

9. Substantially affects a rare, threatened or endangered species or its habitat;

No endangered plant or animal species are located within the Park.

10. Detrimently affects air or water quality or ambient noise levels;

See former section on air + water quality (page 9)

11. Affects or is likely to suffer damage by being located in an environmentally sensitive area, such as flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, freshwater, or coastal waters.

Refer to previous statement regarding elevation in the "Flood Hazard" section (page 7).

12. Substantially affects scenic vistas and view planes identifies in county or state plans or studies;

The proposed project will minimally impact scenic views of the ocean as the long axis of the building fronts an existing stand of ironwood trees both wider and taller than the proposed structure. Existing ocean views remaining around and to each side of the proposed structure. The visual character of the existing Beach Park will remain unchanged except for the addition of the proposed structure; the community provided the design criterion for this Halau. Also see the "Visual Resources" section (page 11).

13. Requires substantial energy consumption.

The proposed structure requires no substantial energy consumption and is naturally ventilated.

V. AGENCIES AND ORGANIZATIONS CONSULTED DURING DESIGN AND IN PREPARING THE DRAFT EA

The following are agencies informally (verbally) or formally (by letter, included in exhibits) consulted in preparing for the Kaiona Beach Park Draft Environmental Assessment:

A. Federal

- National Marine Fisheries Service

B. State of Hawaii

- Department of Health, Environmental Planning Office
- Department of Land and Natural Resources, Historic Preservation Division.
- Department of Transportation
- Disability and Communications Access Board

C. City and County of Honolulu

- Board of Water Supply
- Department of Environmental Services
- Department of Parks and Recreation
- Department of Planning and Permitting

D. Others

- Waimanalo Vision Team
- Waimanalo Canoe Club

V. AGENCIES AND ORGANIZATIONS THAT REVIEWED AND COMMENTED ON THE DRAFT EA

The following agencies reviewed and commented (letters included in the exhibits section) on the draft Environmental Assessment for the Kaiona Beach Park:

A. Federal

- Department of the Army

B. State of Hawaii

- Department of Health, Environmental Health Administration
- Department of Land and Natural Resources, Historic Preservation Division
- Department of Transportation
- Office of Environmental Quality Control
- University of Hawaii at Manoa, Environmental Center

C. City and County of Honolulu

- Board of Water Supply
- Department of Planning and Permitting

VI. LIST OF PERMITS AND APPROVALS

The following permits and approvals was required for the Kaiona Beach Park Canoe Halau project.

A. State of Hawaii

- Department of Transportation, Approval for work within State-Right-of-Way
- Shoreline Certification

B. City and County of Honolulu

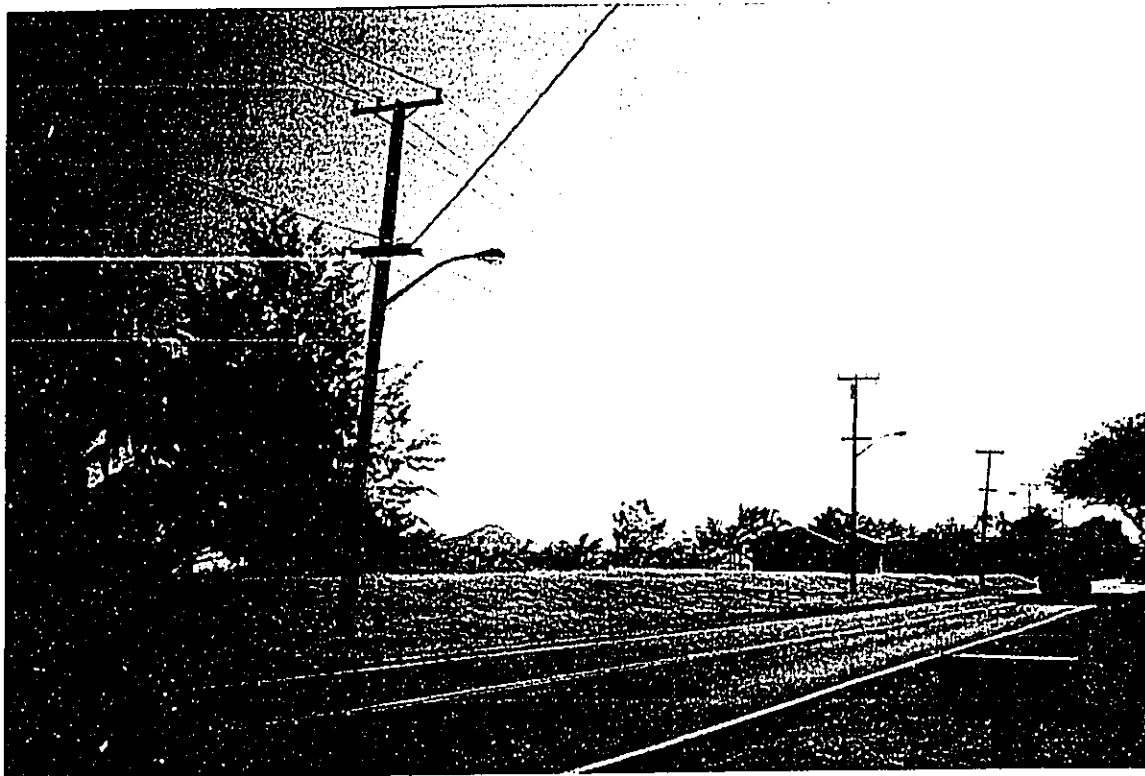
- Building Permit
- Department of Design and Construction, Approval of Design
- Special Management Area Use Permit (SMA) Major

VII. EXHIBITS

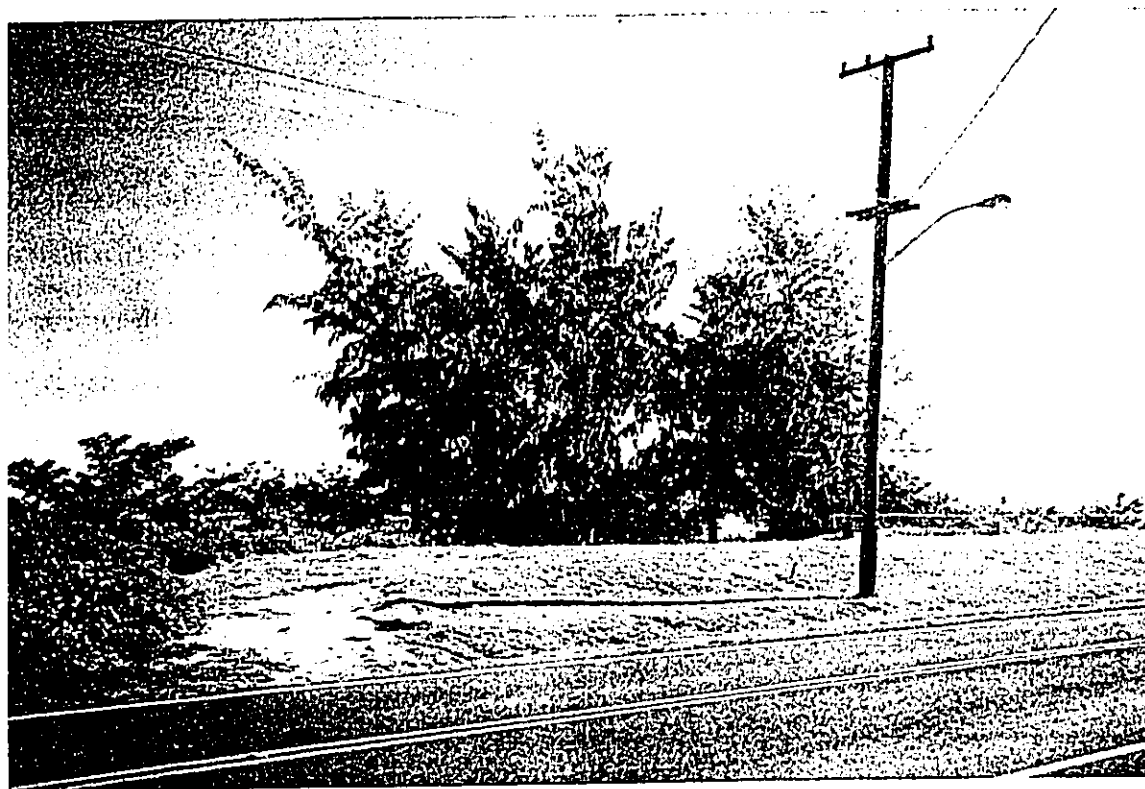
- Exhibit 1: Photos A and B - Partial views of Kaiona Beach Park and canoe halau site**
- Exhibit 2: Photos C and D - View of existing comfort station and east end of Kaiona Beach Park**
- Exhibit 3: Photos E and F - View of entire project site and view north of site with canoe halau superimposed**
- Exhibit 4: Site Plan**
- Exhibit 5: Floor Plan, Exterior Elevations and Section**
- Exhibit 6: Letter to State of Hawaii, Department of Transportation from Belt Collins dated July 26, 2000**
- Exhibit 7: Belt Collins Traffic Study**
- Exhibit 8: Letter from State of Hawaii, Department of Land and Natural Resources dated October 17, 2000**
- Exhibit 9: Shoreline Certification**
- Exhibit 10: Letter from State of Hawaii, Department of Land and Natural Resources, Historic Preservation Division dated June 20, 2001**
- Exhibit 11: Letter from Department of the Army to DPP dated July 25, 2001**
- Exhibit 12: Letter to Department of the Army from AKTA Ltd. dated August 24, 2001**
- Exhibit 13: Letter from State of Hawaii, Department of Health to DPP dated July 31, 2001**
- Exhibit 14: Letter to State of Hawaii, Department of Health from AKTA Ltd. dated August 24, 2001**
- Exhibit 15: Letter from State of Hawaii, Department of Transportation to DPP dated August 3, 2001**
- Exhibit 16: Letter to State of Hawaii, Department of Transportation from AKTA Ltd. dated August 24, 2001**

- Exhibit 17: Letter from Board of Water Supply to DPP dated August 9, 2001
- Exhibit 18: Letter to Board of Water Supply from AKTA Ltd. dated August 24, 2001
- Exhibit 19: Letter from State of Hawaii, Department of Land and Natural Resources, Historic Preservation Division to DPP dated July 18, 2001
- Exhibit 20: Letter to State of Hawaii, Department of Land and Natural Resources, Historic Preservation Division from AKTA Ltd. dated August 27, 2001
- Exhibit 21: Letter from State of Hawaii, Office of Environmental Quality Control to DDC dated August 21, 2001
- Exhibit 22: Letter from Belt Collins to AKTA Ltd dated August 23, 2001
- Exhibit 23: Letter to State of Hawaii, Office of Environmental Quality Control from AKTA Ltd. dated August 27, 2001
- Exhibit 24: Letter from University of Hawaii, Environmental Center to DDC dated August 22, 2001
- Exhibit 25: Letter to University of Hawaii, Environmental Center from AKTA Ltd. dated August 23, 2001
- Exhibit 26: Letter from Department of Planning and Permitting to AKTA Ltd. dated August 23, 2001
- Exhibit 27: Letter to Department of Planning and Permitting from AKTA Ltd. dated August 27, 2001
- Exhibit 28: Letter from Belt Collins to AKTA Ltd dated August 21, 2001
- Exhibit 29: Letter from Pansy Aila to DDC dated August 15, 2001
- Exhibit 30: Letter to Pansy Aila from AKTA Ltd. dated August 27, 2001
- Exhibit 31: Letter from Michele Inovejas to DDC dated August 21, 2001
- Exhibit 32: Letter to Michele Inovejas from AKTA Ltd. dated August 27, 2001
- Exhibit 33: Letter from Jade Apo to DPP dated August 22, 2001
- Exhibit 34: Letter to Jade Apo from AKTA Ltd. dated August 27, 2001

Exhibit 1

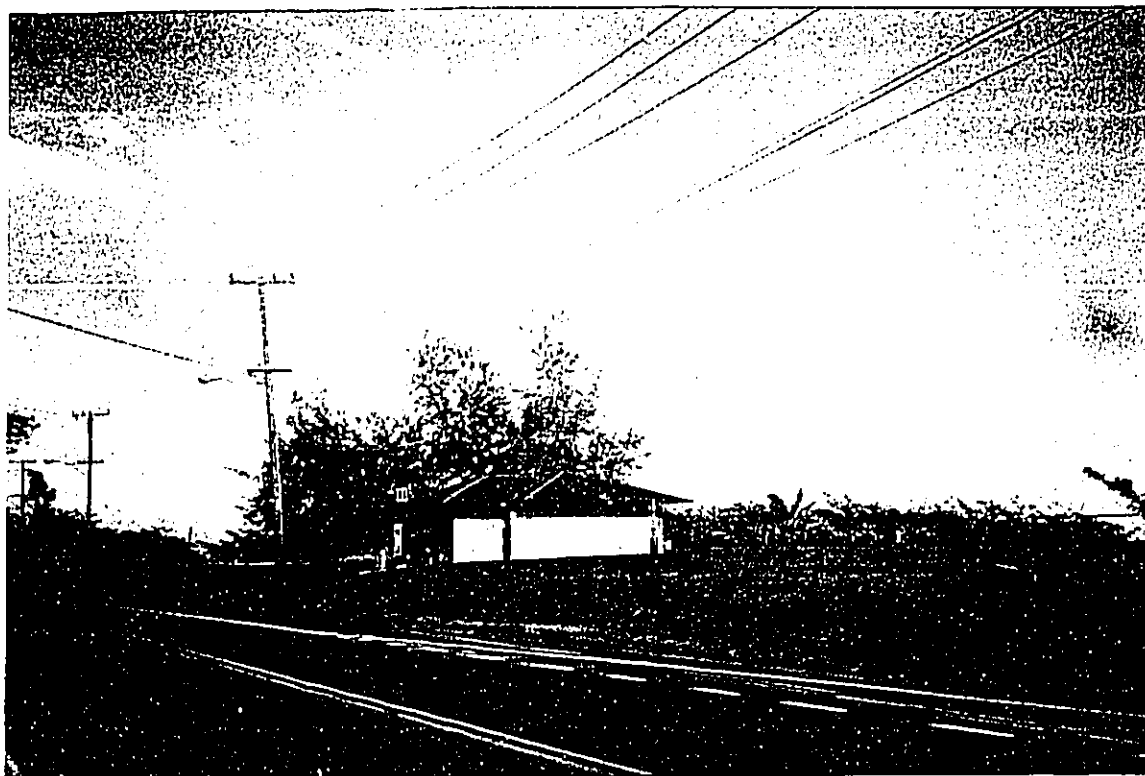


A View looking eastward toward Kaiona Beachpark across Kalanianaʻole Highway



B View looking north toward Kaiona Beachpark across Kalanianaʻole Highway (Canoe Halau site is fronting large ironwood trees)

Exhibit 2

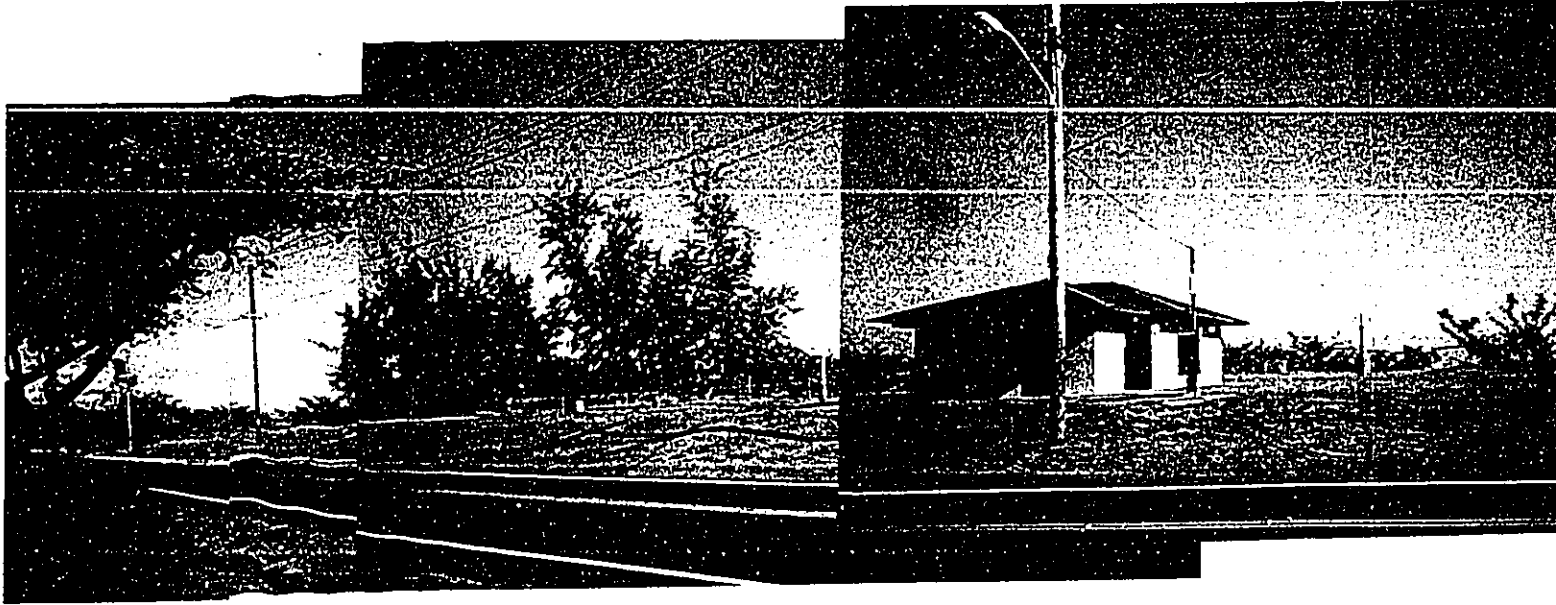


C View looking northwest toward Kaiona Beachpark across Kalanianaʻole Highway showing existing Comfort Station (Canoe Halau site will front trees behind Comfort Station)



D View looking eastward toward east end of Kaiona Beachpark across Kalanianaʻole Highway

Exhibit 3



E View looking north showing the entire project site from across Kalaniana'ole Highway.



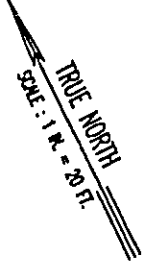
F View looking north toward Kaiona Beach Park across Kalaniana'ole Highway with the Canoe Halau superimposed to show visual impact.



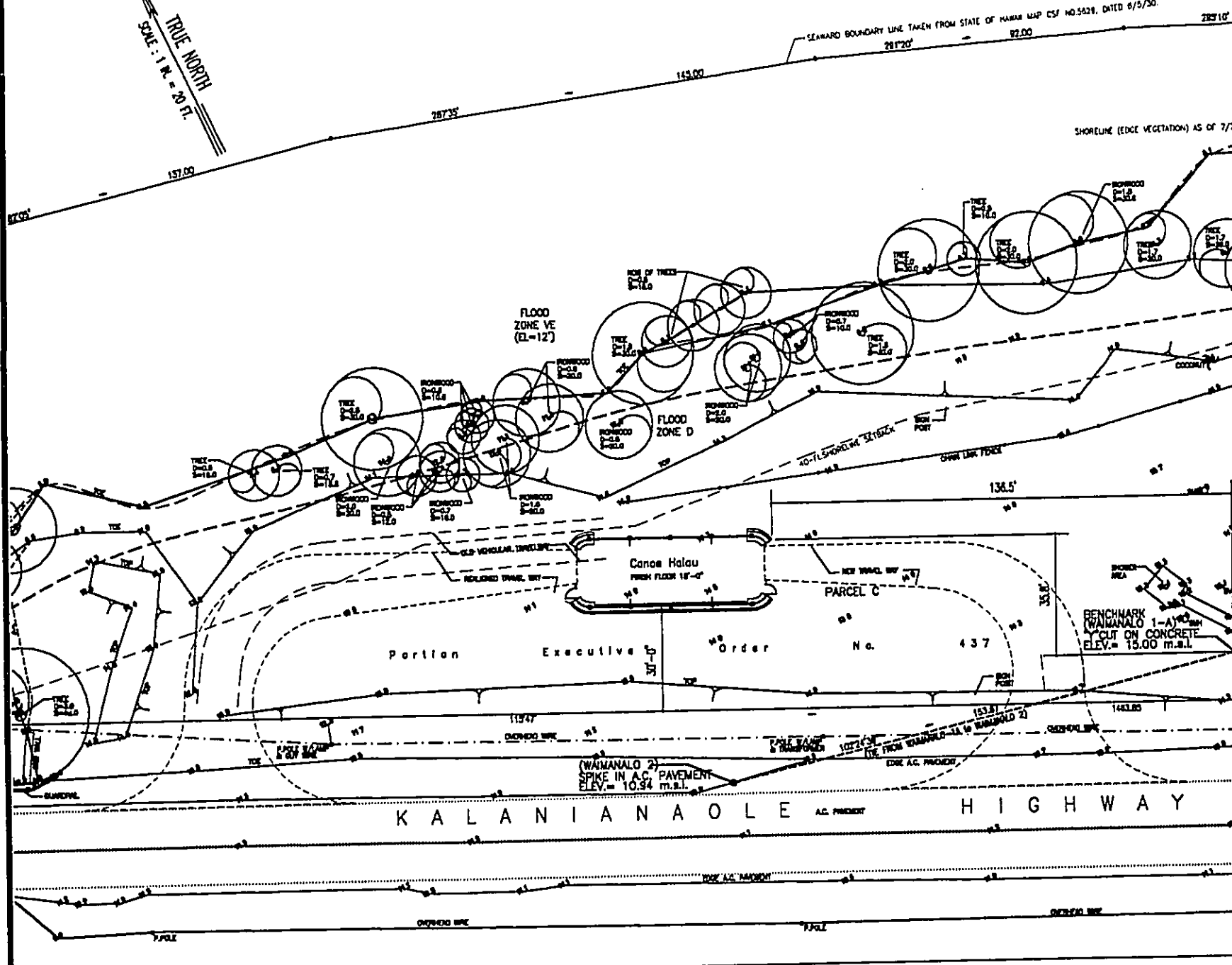
show visual impact.

Exhibit 4

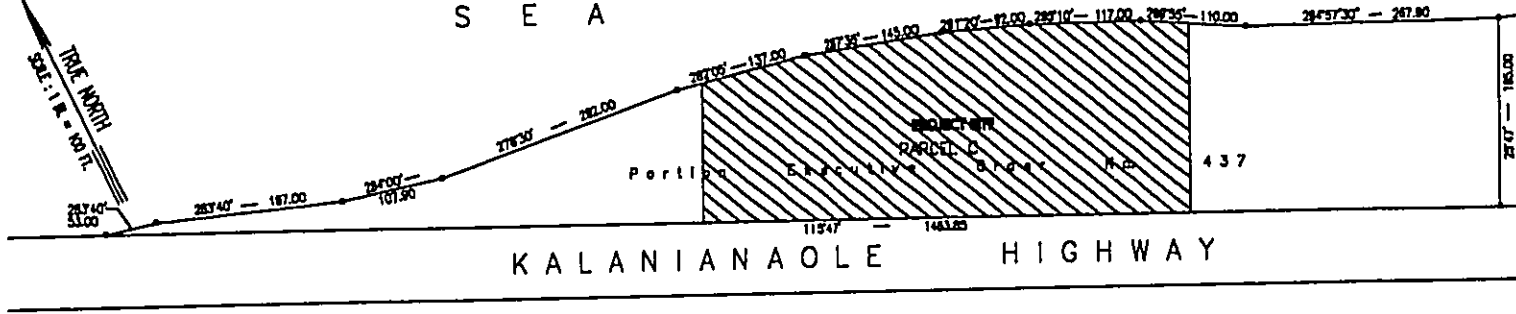
S E A



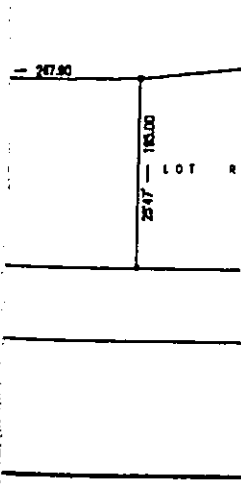
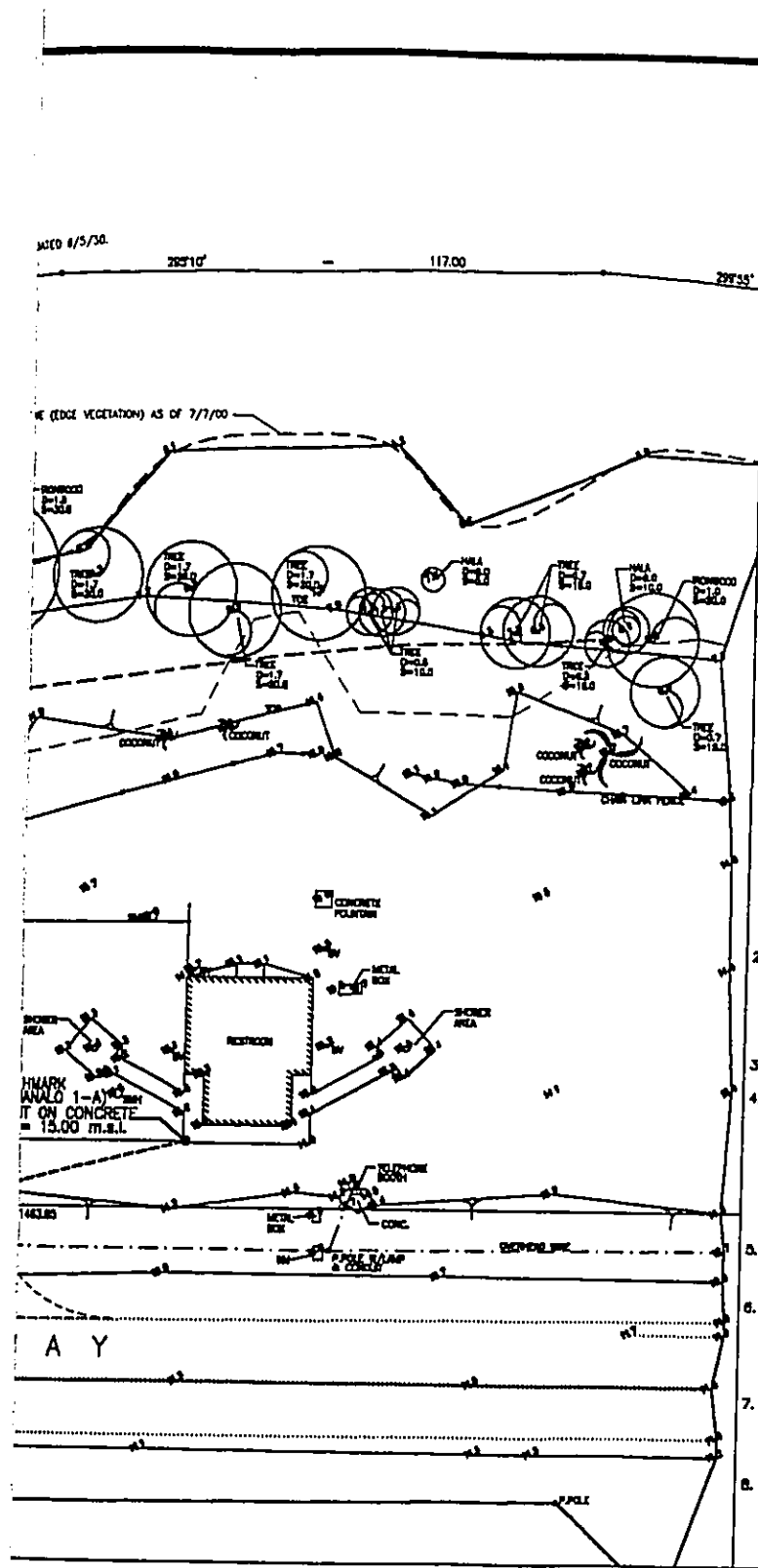
SEAWARD BOUNDARY LINE TAKEN FROM STATE OF HAWAII MAP CSF NO 5428, DATED 6/5/30.



S E A



ENLARGEMENT
SCALE: 1 IN. = 100 FT.



SITE PLAN SCALE 1"=20 FT

SITE PLAN NOTES:

1. REFER TO CIVIL DRAWINGS FOR WATER UTILITIES.
2. REFER TO ELECTRICAL FOR ELECTRICAL UTILITIES.
3. THIS SURVEY IS BASED ON INFORMATION PROVIDED BY THE SURVEYING COMPANY. ANY DISCREPANCIES NEED TO BE BROUGHT TO THE ATTENTION OF THE OFFICER IN CHARGE IMMEDIATELY.
4. REFER TO GEOTECHNICAL REPORT FOR KAONA BEACH PARK CANOE HALLIA DATED JULY 7, 2000 BY WEING GEOTECHNICALS (PROJECT NO: 99-0086.001).

GENERAL NOTES

1. ALL WORK CONFORM TO THE FOLLOWING GOVERNING CODES AND COVENANTS:
 - C & C OF HONOLULU LAND USE ORDINANCES
 - C & C OF HONOLULU BUILDING CODE 1997 EDITION UBC AS AMENDED
 - C & C OF HONOLULU PLUMBING CODE 1997 EDITION UPC AS AMENDED
 - C & C OF HONOLULU ELECTRICAL CODE 1999 EDITION NEC AS AMENDED
2. CONTRACTOR SHALL CAREFULLY STUDY ALL OF THE CONTRACT DOCUMENTS AND SHALL VERIFY ALL EXISTING SITE CONDITIONS WITH CONSTRUCTION DOCUMENTS PRIOR TO PROCEEDING WITH ANY PORTION OF THE WORK AND TO NOTIFY THE C.O. OF ANY VARIANCES.
3. CONTRACTOR TO VERIFY ALL DIMENSIONS IN FIELD.
4. ANY CONDITIONS, MATERIALS, DEVICES OR DETAILS NOT SPECIFICALLY SHOWN ON THE DRAWINGS SHALL BE CLARIFIED WITH THE O.L.C. BEFORE CONSTRUCTION INSTALLATION OR APPLICATION. GENERAL SUBCONTRACTORS SHALL COMPLY WITH ALL GOVERNING CODES, BUILDING REGULATIONS OF FEDERAL, STATE, CITY AND COUNTY, WHICHEVER GOVERNS THE CONSTRUCTION WORK.
5. GENERAL SUBCONTRACTORS SHALL PROTECT ADJOINING LAND, BUILDING, AND OTHER IMPROVEMENTS SITUATED.
6. GENERAL AND/OR SUBS SHALL PAY FOR ALL PERMITS AND FEES AND ARRANGE FOR INSPECTION BY AUTHORITIES. HE SHALL MAKE ARRANGEMENTS AND PAY FOR WORK TO BE DONE BY UTILITY COMPANIES PERTAINING TO THIS WORK.
7. PROVIDE ALL CAULKING AND WATERPROOFING NECESSARY TO OBTAIN COMPLETE WEATHERPROOFING AND WEATHERTIGHT CONTRUCTION.
8. CONTRACTOR SHALL COORDINATE ALL UTILITY INSTALLATIONS WITH THE APPROPRIATE AGENCIES INCLUDING WATER: BOARD OF WATER SUPPLY; GAS: GAS COMPANY; ELECTRICAL: HAWAIIAN ELECTRIC; TELEPHONE: VERIZON TELEPHONE AND CABLE TELEVISION; OCEANIC CABLE; AS MAY BE APPLICABLE

OCCUPANCY GROUP: S-2

OWNER: STATE OF HAWAII

TOPOGRAPHIC SURVEY
PORTION WAIMANALO BEACH PARK
BEING A PORTION OF EXECUTIVE ORDER NO.437

AT WAIMANALO, HONOLULU, OAHU, HAWAII

SCALE: 1 IN. = 20 FT.
JULY 11, 2000 WALTER P. THOMPSON, INC.

DATE	DESCRIPTION	APPROVED BY

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION. CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION. I AM AN ACTIVE MEMBER OF THE BOARD OF SURVEYING ENGINEERS OF HAWAII. LICENSE NO. 4154. LICENSE EXPIRES DEPARTMENT OF HAWAIIAN AFFAIRS STATE OF HAWAII.

WALTER P. THOMPSON, INC.
LICENSED PROFESSIONAL ARCHITECT
NO. 4154

DATE: JUNE 21, 2001

DESIGNED BY: AKT
DRAWN BY: AKT
CHECKED BY: JYM
APPROVED BY: JYM

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY & COUNTY OF HONOLULU

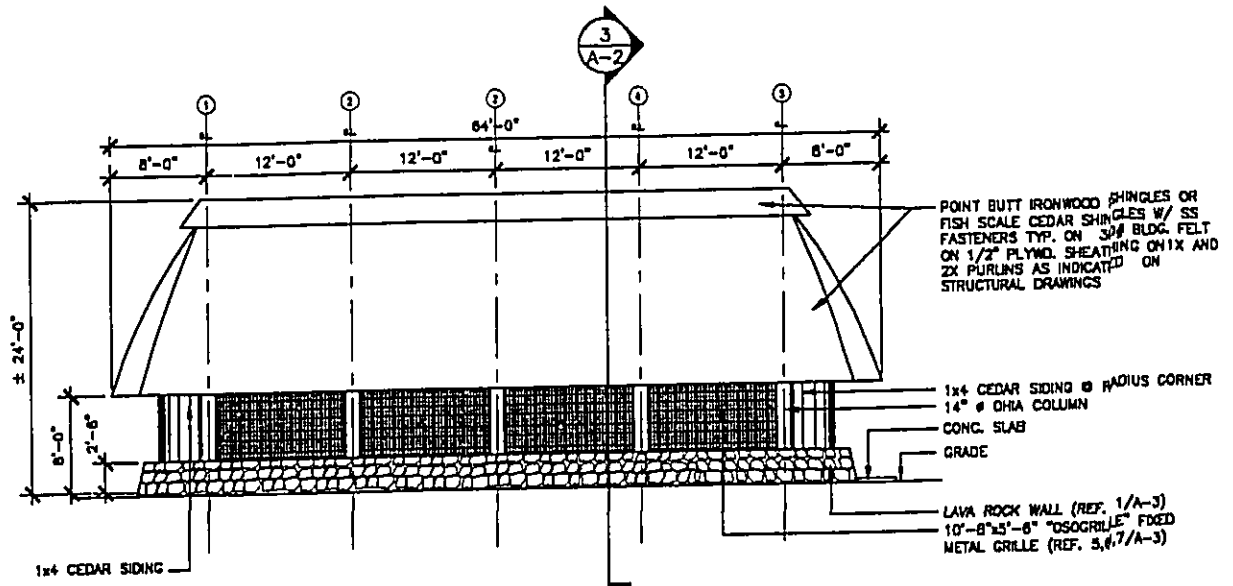
CANOE HALL AND RELATED WORK
AT
KAONA BEACH PARK

JOB NO. 00P-54

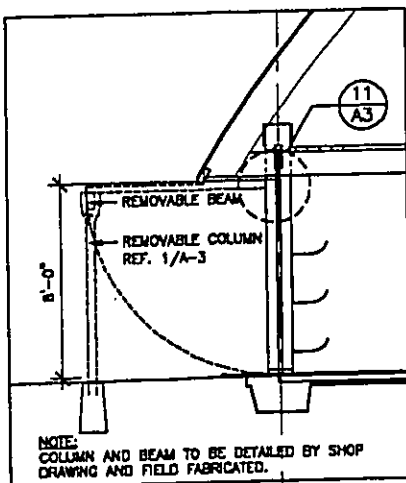
DRAWING NO. A-1

SHEET NO. 5 OF 12 FILE NO. 3944

Exhibit 5



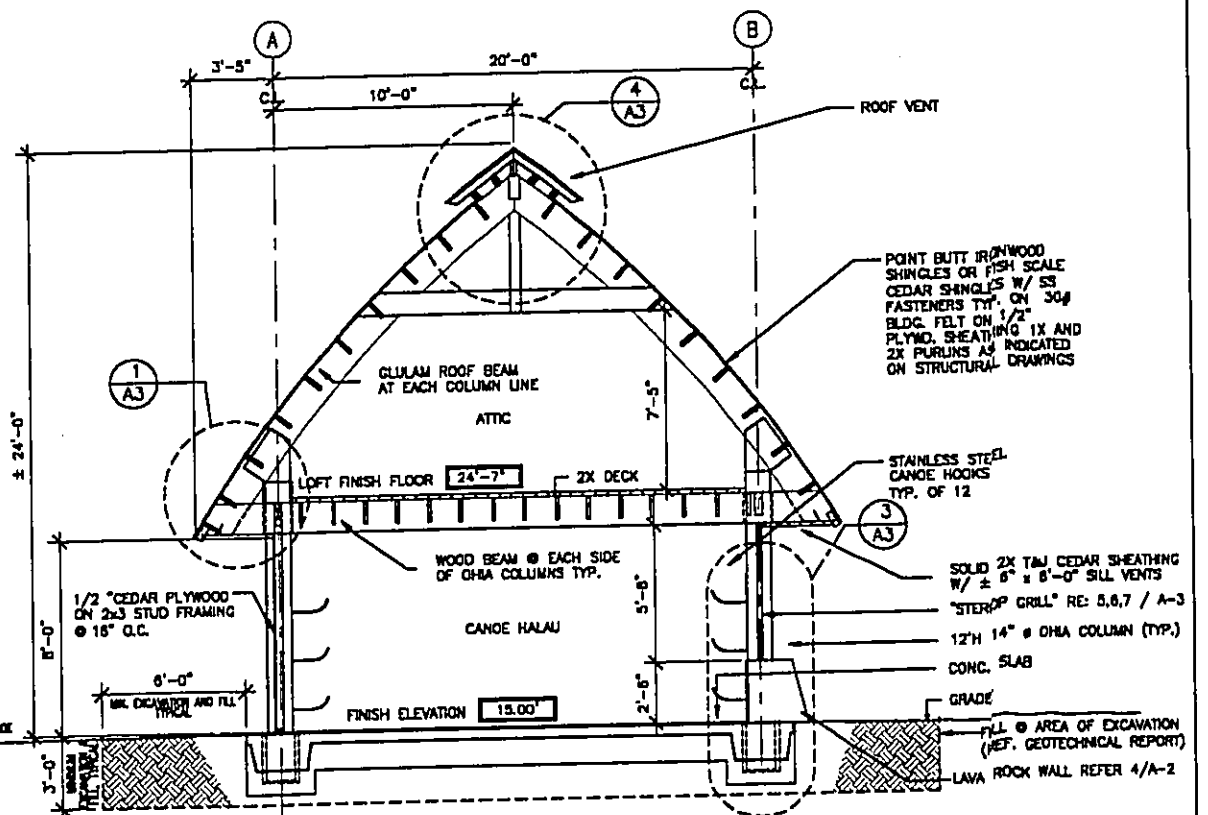
SOUTH ELEVATION (NORTH ELEV. SIMILAR) SCALE 1/8"=1'-0" 4



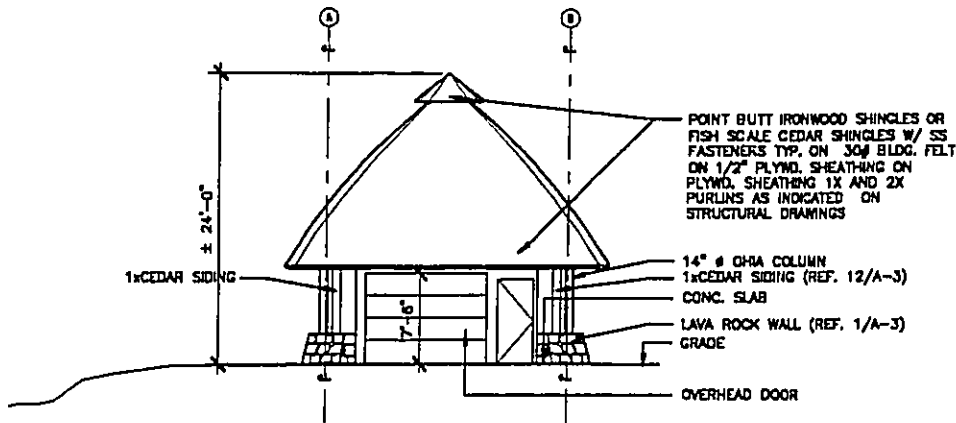
SWINGING DOOR ALTERNATE

NOTE:

THE ENTIRE HALAU BUILDING PAD AREA IS TO BE EXCAVATED TO A DEPTH OF 3'-0" BELOW FINISHED FLOOR ELEVATION AND TO A MINIMUM LATERAL DISTANCE OF 6'-0" BEYOND THE OUTSIDE EDGE OF THE FOUNDATION ON ALL SIDES. (EXCEPT WHERE MAY ENCRDACH INTO SHORELINE SETBACK AREA) (REFER TO THE GEOTECHNICAL REPORT, PAGE 4-3).



SECTION SCALE 1/8"=1'-0" 3



THIS WORK WAS PREPARED BY ME UNDER MY SUPERVISION OF THIS PROJECT WILL BE UNDER MY OBSERVATION OR SUPERVISION OF CONSTRUCTION TO BE AS NOTED IN SECTION 1001.00. I AM A LICENSED PROFESSIONAL ARCHITECT IN THE STATE OF HAWAII. LICENSE NUMBER: 4444. REGISTERED OFFICE: 1111 KALANIANA'OLE DRIVE, SUITE 311E, HONOLULU, HAWAII 96813.

DESIGNED BY: AKT
 DRAWN BY: AKT
 CHECKED BY: JVM
 DATE: JUNE 21, 2001
 APPROVED:

DEPARTMENT OF DESIGN AND CONSTRUCTION
 CITY & COUNTY OF HONOLULU
CANOE HALAU AND RELATED WORK
 AT
KAONA BEACH PARK

JOB NO. **00-P-54**

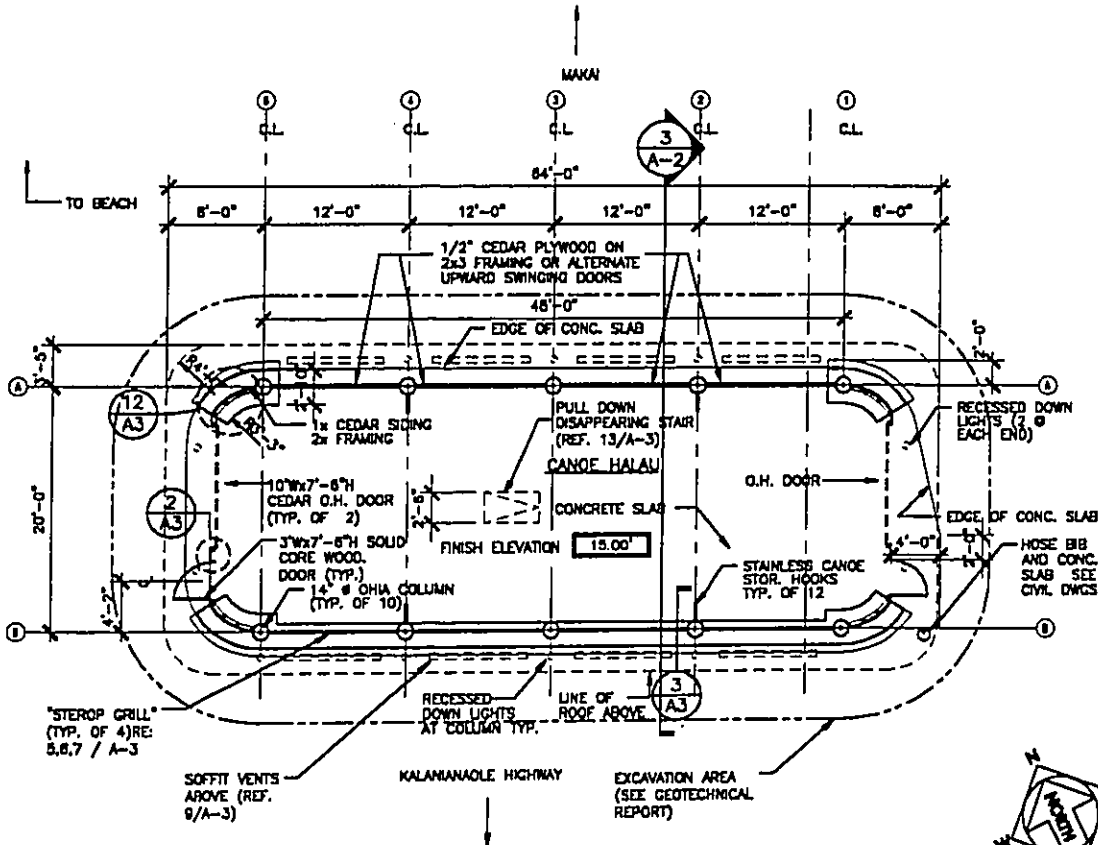
DRAWING NO.

SHEET NO. **6** OF **12** FILE NO. **39A/4**

EAST ELEVATION (WEST ELEV. SIMILAR) SCALE: 1/8"=1'-0"

GENERAL NOTES:

ALL WOOD TO BE TREATED AND STAINED



FLOOR PLAN SCALE: 1/8"=1'-0"

4

INC 1
A-3
(P.)
ION
(RT)
-2

3



BELT COLLINS

Exhibit 6

July 26, 2000
2000.33.4000

Mr. Kazu Hayashida, Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Hayashida:

Kaiona Beach Park Canoe Halau Access

We are providing civil engineering services for a proposed canoe halau project located at Kaiona Beach Park in Waimanalo, Oahu, Hawaii at Tax Map Key: 4-1-03: 16. The park and proposed canoe halau are located on the makai side of Kalaniana'ole Highway. We are requesting approval of a proposed trailer access to the canoe halau. Access to the canoe halau will be from the Waimanalo side of the halau and egress will be from the Makapuu side of the halau. Construction plans for the trailer access will be prepared at a later date when funds become available, and will be submitted in the future for your Department's review and approval. Currently only the canoe halau will be constructed.

Our research of records with the Department of Transportation Cadastral Engineering Section and the State Tax Office has not indicated any vehicular or pedestrian access restrictions along the highway fronting Kaiona Beach Park. Due to the space required to maneuver a canoe trailer, separate access and egress to and from the highway are proposed.

We conducted a site investigation, interviewed the user (the Waimanalo Canoe Club) of the canoe halau and took field measurements of the canoe trailer to determine the requirements for the access to the canoe halau.

The canoe halau is located along Kalaniana'ole Highway at station 52+50, offset 80 feet from the road centerline. See attached Conceptual Site Plan. The highway fronting the park is straight in alignment and fairly flat. The posted speed limit fronting the park is 35 miles per hour (mph). The sight distance along Kalaniana'ole Highway from the proposed egress is approximately 1,890 feet to the left and 1,820 feet to the right. The required sight distance for a design speed limit of 40 mph is 505 feet. Due to the straight alignment of the highway, the sight distances are restricted by the roadway profile. See attached Sight Distance Analysis and Field Report photographs.

Mr. Scotty Reis-Moniz of the Waimanalo Canoe Club provided us with the following information on their activities and anticipated operation at the canoe halau:

- The halau will operate to allow drive through for canoe loading and off-loading. No vehicle backup will be required.
- Access to the halau for loading and unloading will be only during the canoe race season.

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TEL: 808 521-5361 FAX: 808 538-7819 EMAIL: hawaii@beltcollins.com WEB: www.beltcollins.com

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Mr. Kazu Hayashida
July 27, 2000 – 2000.33.4000/00E-3333
Page 2

- Approximately 12 races occur during the year. The trailer will drive through the halau to pick up the canoe on Saturday morning around 7 to 8 AM and drop off the canoe on Sunday evening around 6 to 7 PM.
- Access to the canoe halau will be from the Waimanalo side, and egress will be from the Makapuu side.
- The primary direction of travel is to and from Waimanalo. There is one race in Waikiki, for which the canoe will travel to and from the Makapuu direction.
- A barrier is to be placed at the entrance and exit to restrict access.

The vehicle typically used to tow the canoe is a Chevy Silverado pickup truck. The length of the truck is 18 feet. The canoe trailer has two axles and is 31 feet in overall length. The distance from the trailer hitch to the front axle is 20 feet and distance between the two axles is 3 feet. The canoe extends between 16 to 19 feet beyond the back end of the trailer when loaded, depending on the type (koa or fiberglass) of canoe. While the truck and trailer approximate the dimensions of an MH design vehicle which has a outside turning radius of 24 feet, a field measurement indicated the truck and trailer to be able to turn along an outside radius of approximately 38 feet. This field measured turning radius is near that of a WB-40 design vehicle, which has an outside turning radius of 40 feet.

Since the field monitored movements of the typical canoe hauling vehicle were beyond those of the MH design vehicle template, the proposed trailer access was designed based on the turning movements of a WB-40 design vehicle. While the WB-40 vehicle exits the park and turns toward Waimanalo, the inside wheels will track onto the shoulder, the MH vehicle tracked completely within the layout of the trailer access. A Turning Maneuver Study for both vehicles is included.

Enclosed please find three (3) copies of the aforementioned plans, photographs and studies. If you have any questions or require any additional information, please contact our office. Thank you.

Very truly yours,

BELT COLLINS HAWAII LTD.



Alan Kato

AK:hk

Enclosures

cc: Mr. Kimbal Thompson – AKTA
Mr. Scotty Reis-Moniz – Waimanalo Canoe Club

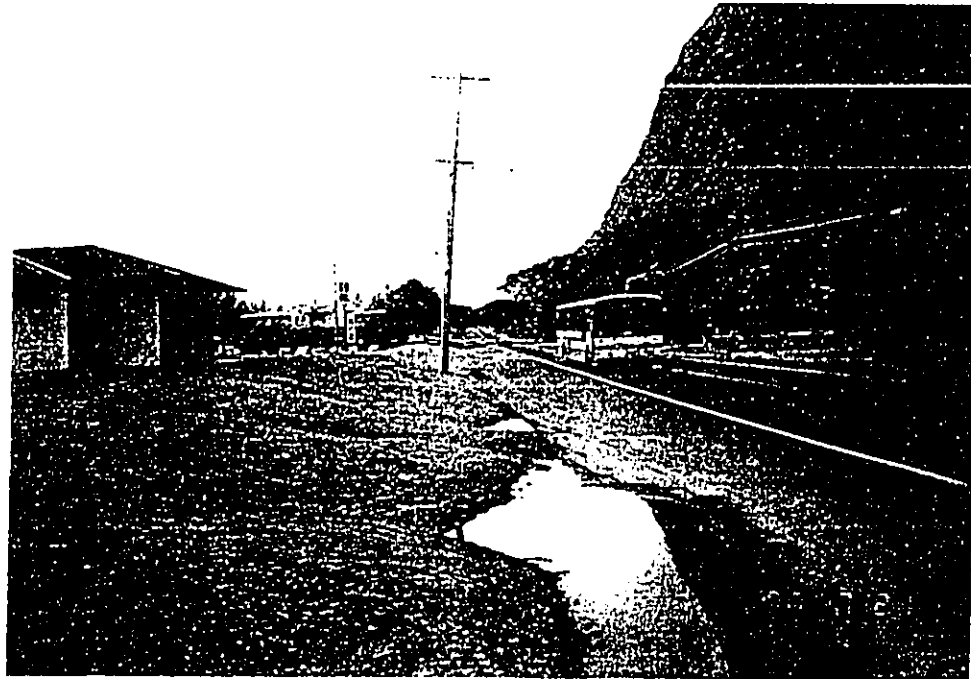
DOCUMENT CAPTURED AS RECEIVED

Exhibit 7

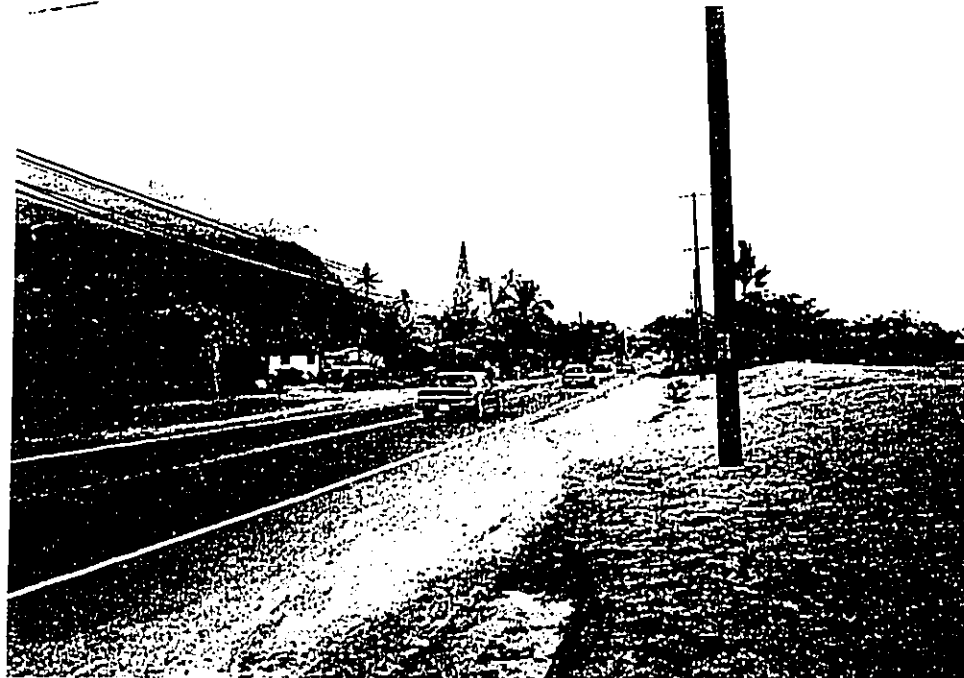
FIELD REPORT

BELT COLLINS

View of Kalaniana'ole Highway toward Makapuu, at Station 53+50, approximately 15 feet from edge of travel lane.



View of Kalaniana'ole Highway toward Waimanalo, at Station 53+50, approximately 15 feet from edge of travel lane.



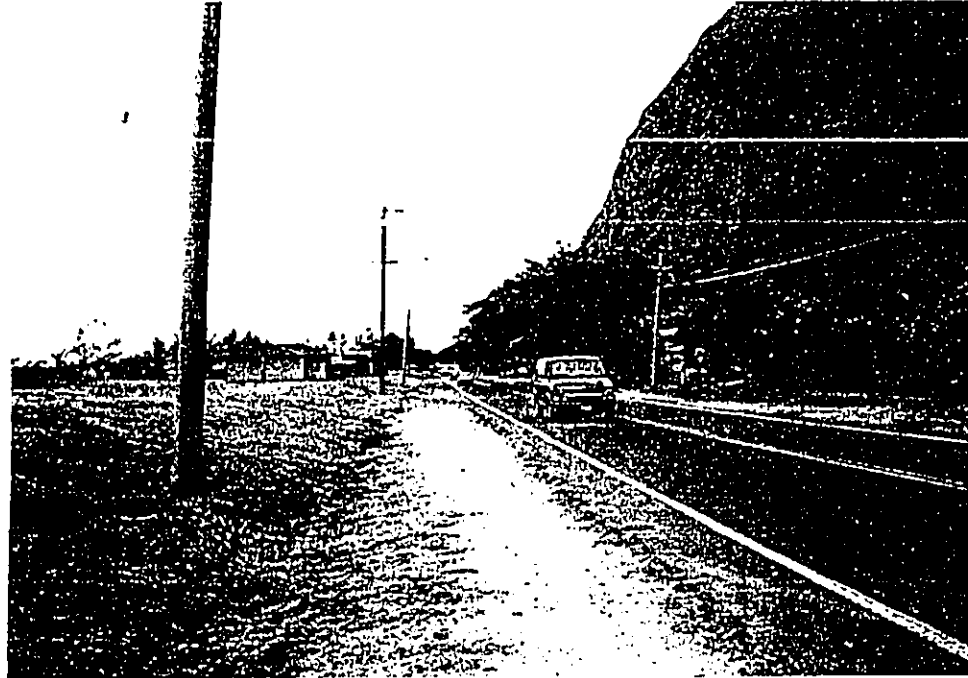
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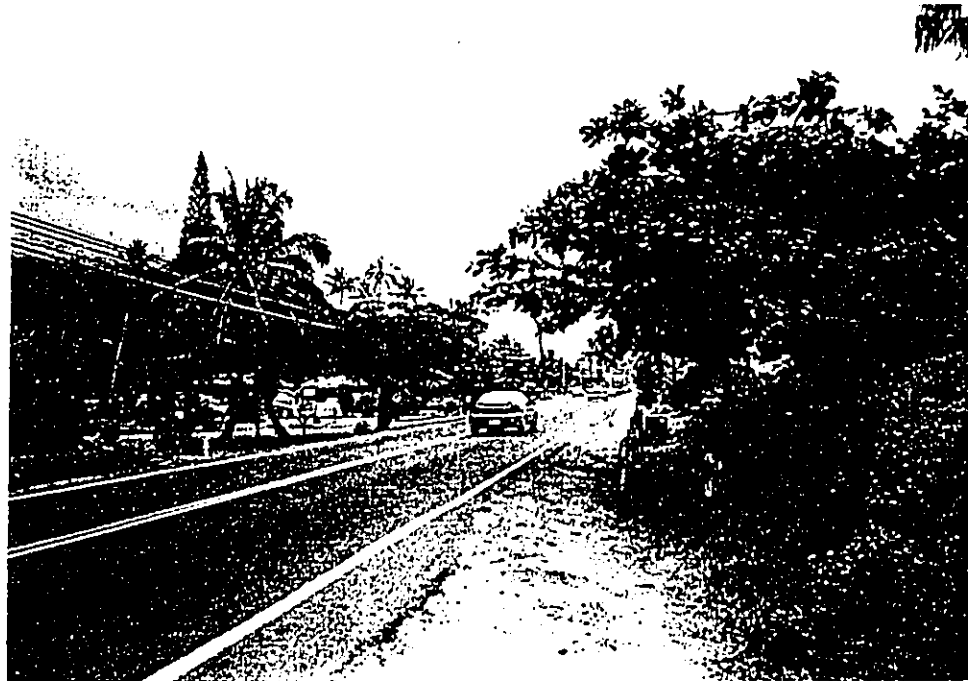
FIELD REPORT

BELT COLLINS

View of Kalaniana'ole Highway toward Makapuu, at Station 51+10, approximately 10 feet from edge of travel lane.



View of Kalaniana'ole Highway toward Waimanalo, at Station 51+10, approximately 10 feet from edge of travel lane.



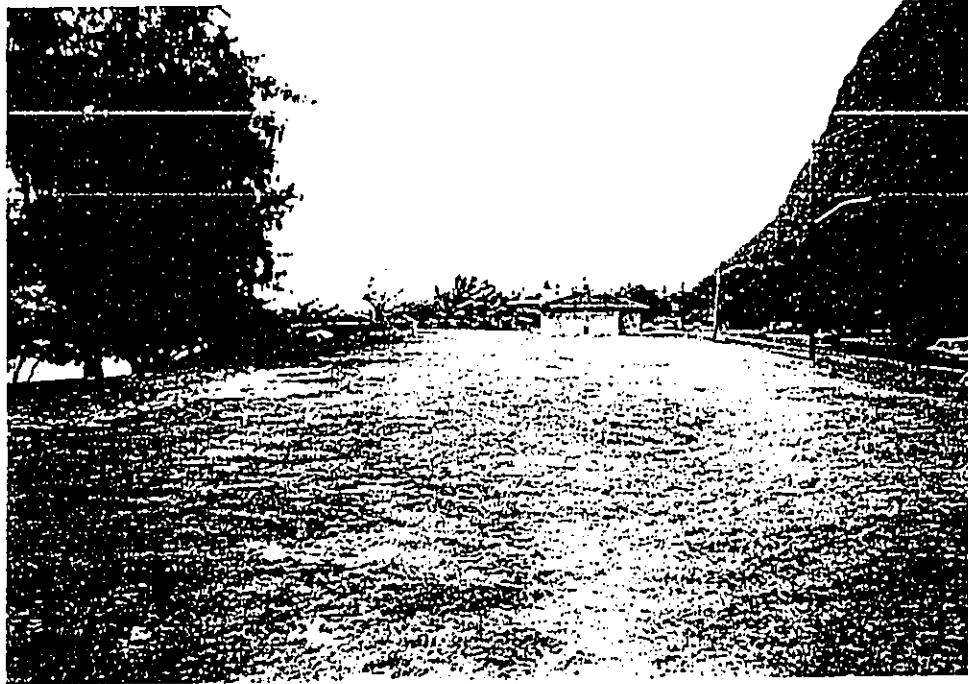
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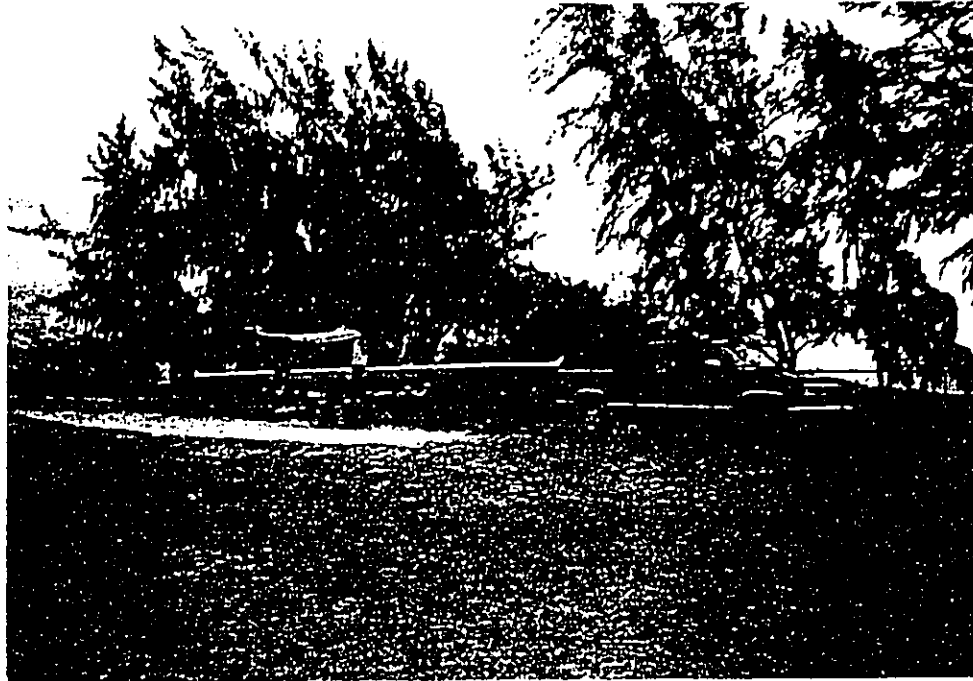
FIELD REPORT

BELT COLLINS

Project site, viewed from the Waimanalo end of Kaiona Beach Park. Proposed Canoe Halau to be constructed approximately midway to the comfort station.



Chevy Silverado Truck (length = 18 feet) with canoe trailer (length = 31 feet, length from trailer hitch to axle = 20 feet) and canoe. Field measured turning radius is approximately 38 feet.

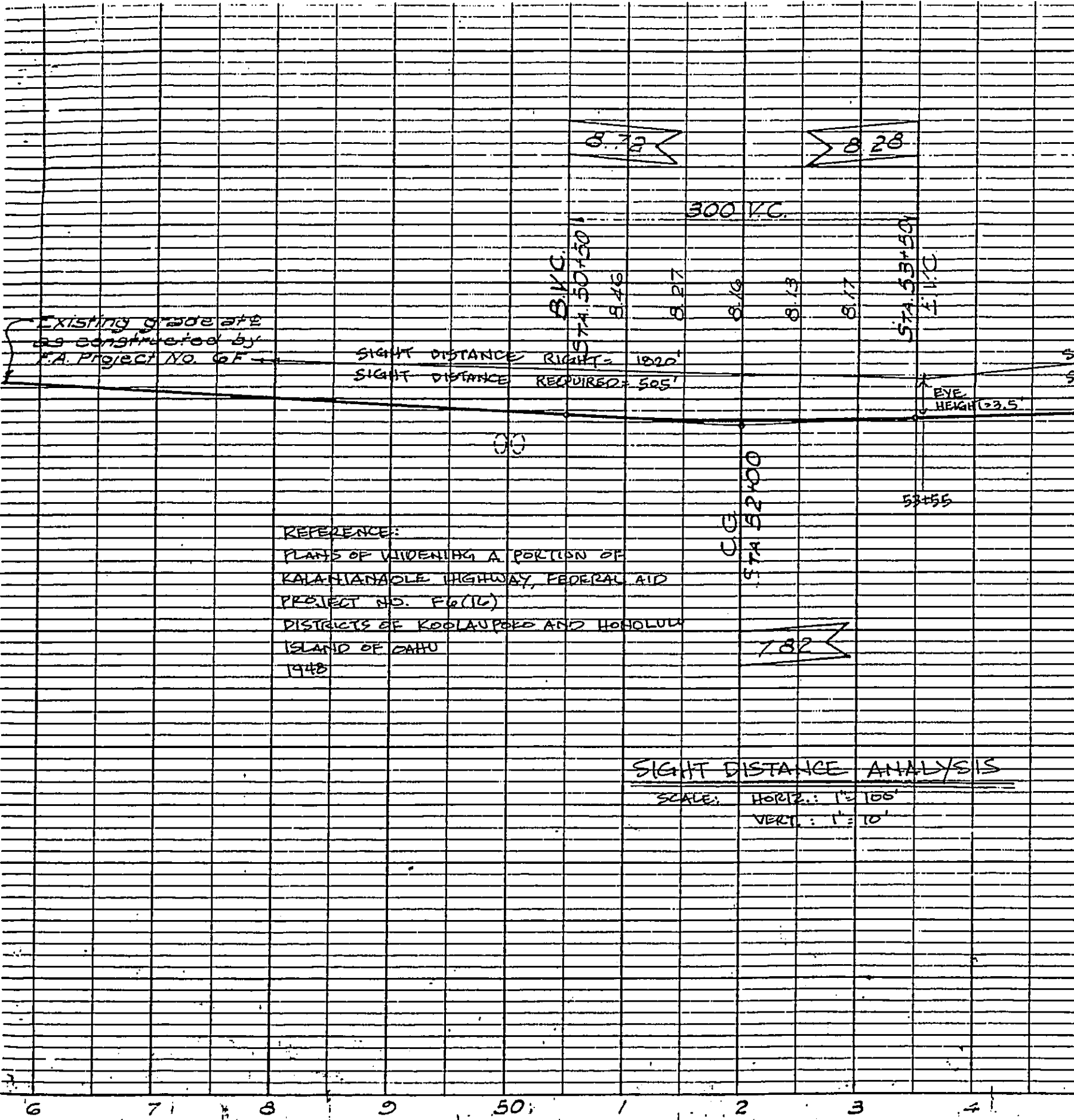


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TEL: 808 521-5361 FAX: 808 538-7819 E-MAIL: hawaii@beltcollins.com WEBSITE: www.beltcollins.com

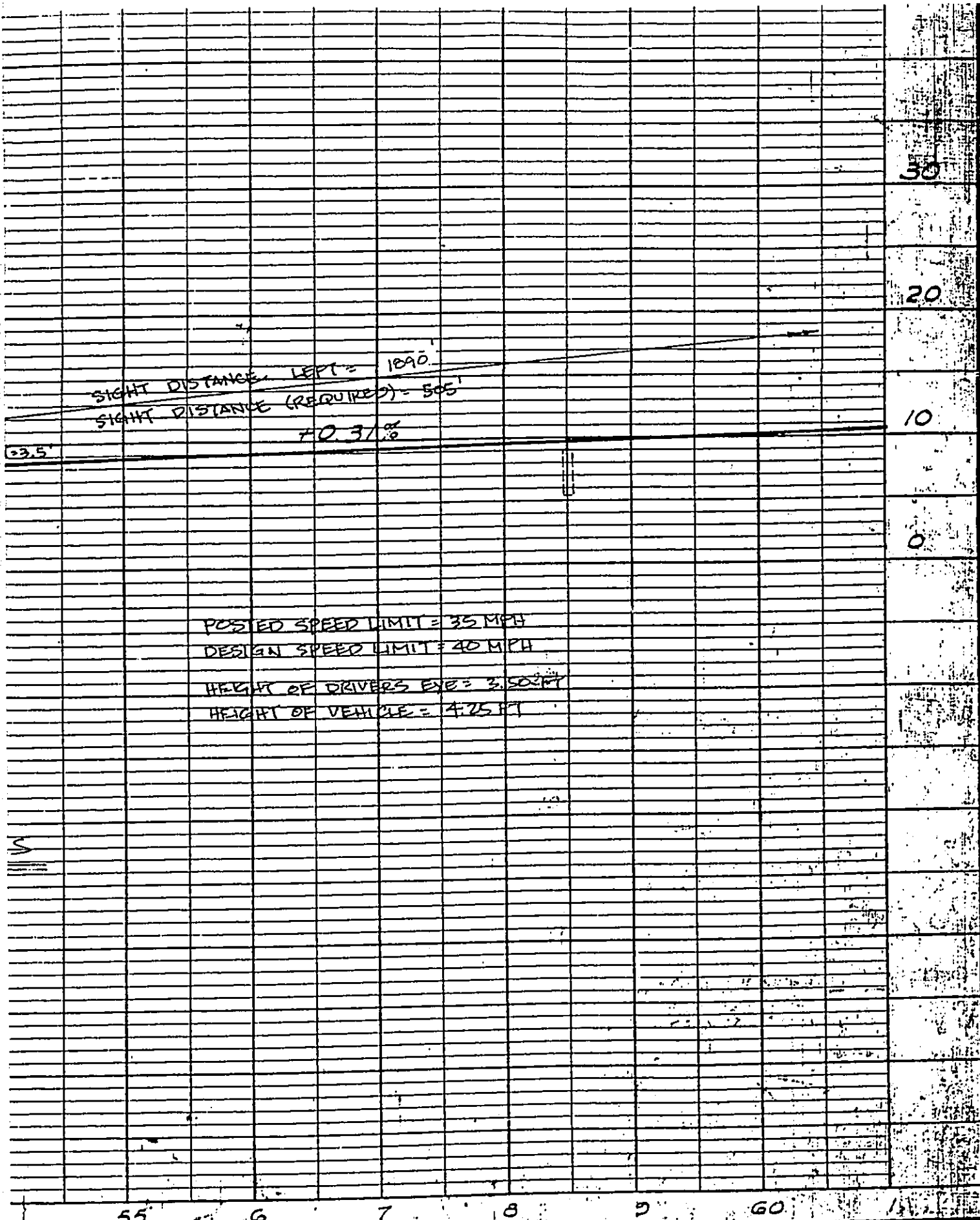
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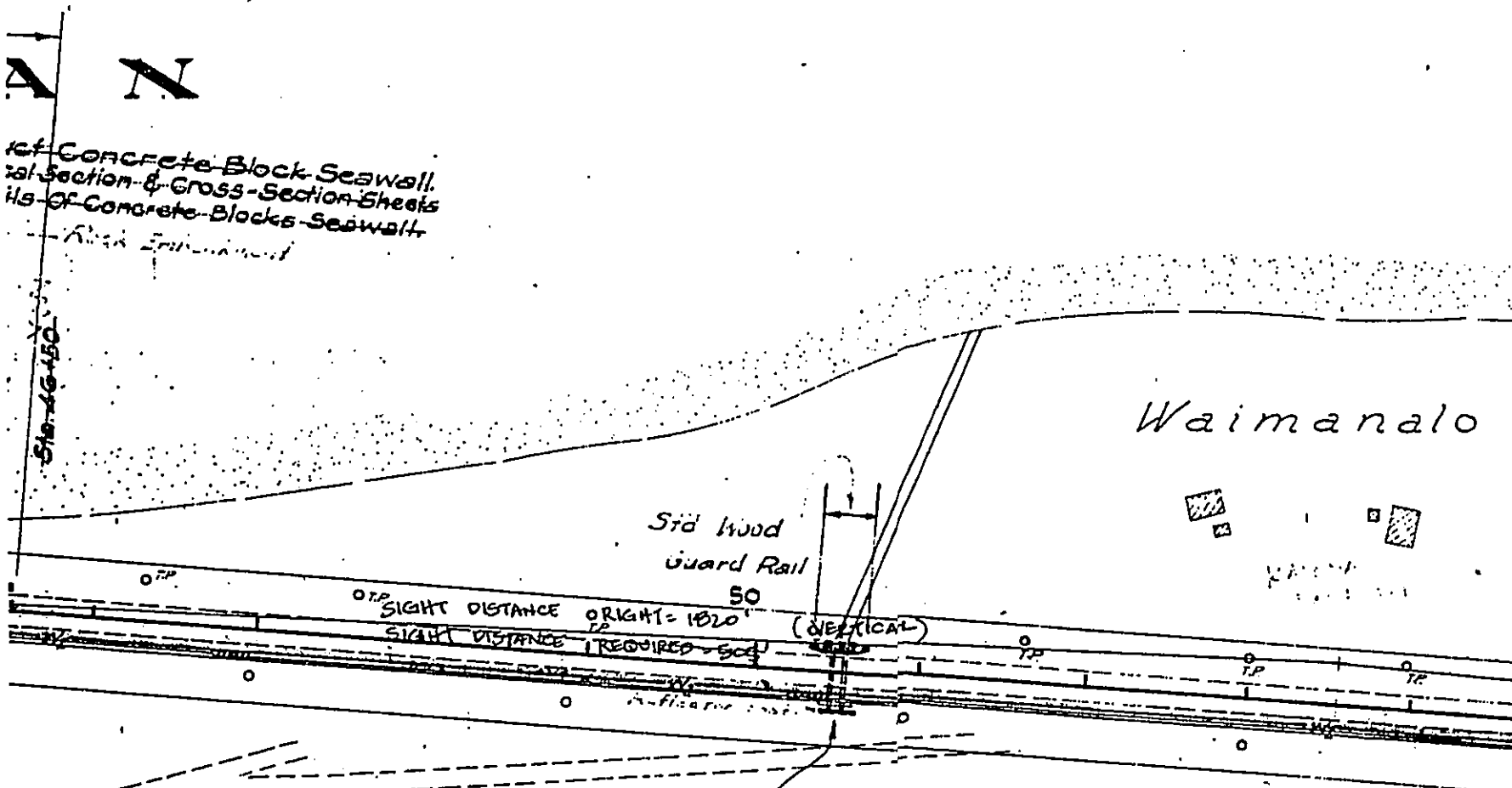


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0.4 5 3 4 1.4

DOCUMENT CAPTURED AS RECEIVED



Sta. 50+50
 Existing 2- 24" conc
 pipe inverts to be
 extended 4'-0". Remove
 existing CRM Headwall
 & reconstruct at new
 location.

B.M. Elev. 10.01
 Spk. in pole 25' le
 of Sta. 54+00

Est. Quantities
 24" Conc. Pipe = 8 l.f.
 Reconstruct CRM = 2.3 cy.
 Struc. Exc. = 2 cy.

NOTE: SIGHT DS
 BY THE V

SIGHT DISTAN
 SCALE: 1" = 100'

Terr Gov't Land

DOCUMENT CAPTURED AS RECEIVED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW	FG(16) WDR(1)	1949	4	31

TRUE NORTH
SCALE 1"=100'

Waimanalo Beach Park

KAIONA BEACH PARK

Existing 3 1/2" water line about 24" below pov't

SIGHT DISTANCE LEFT = 1840'
SIGHT DISTANCE (REQUIRED) = 500'

10.01
le 25' left
100

SIGHT DISTANCE IS CONTROLLED BY THE VERTICAL SIGHT LINE

DISTANCE ANALYSIS

E: 1"=100'

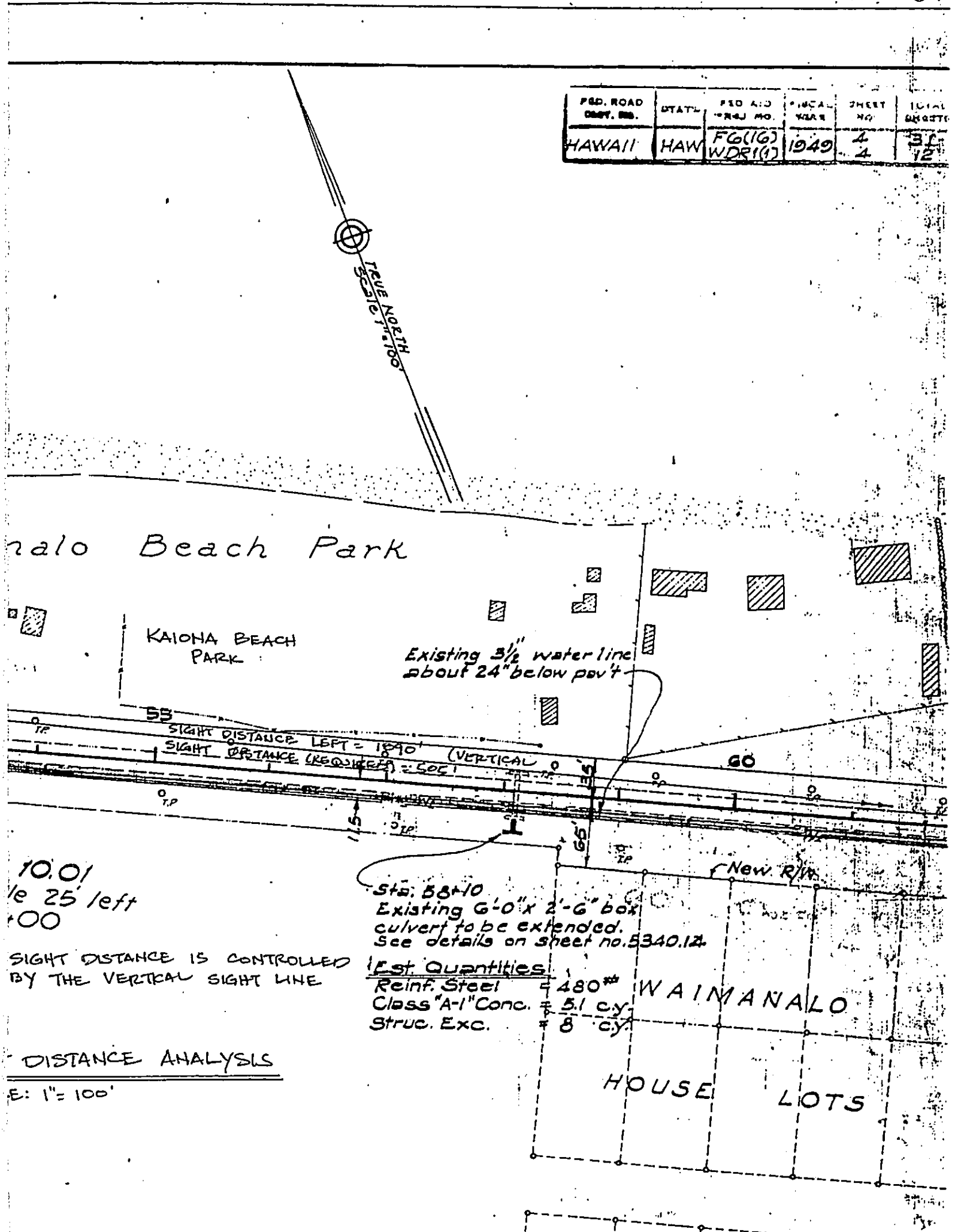
Sta. 58+10
Existing 6'-0" x 2'-6" box culvert to be extended.
See details on sheet no. 5340.12

Est. Quantities

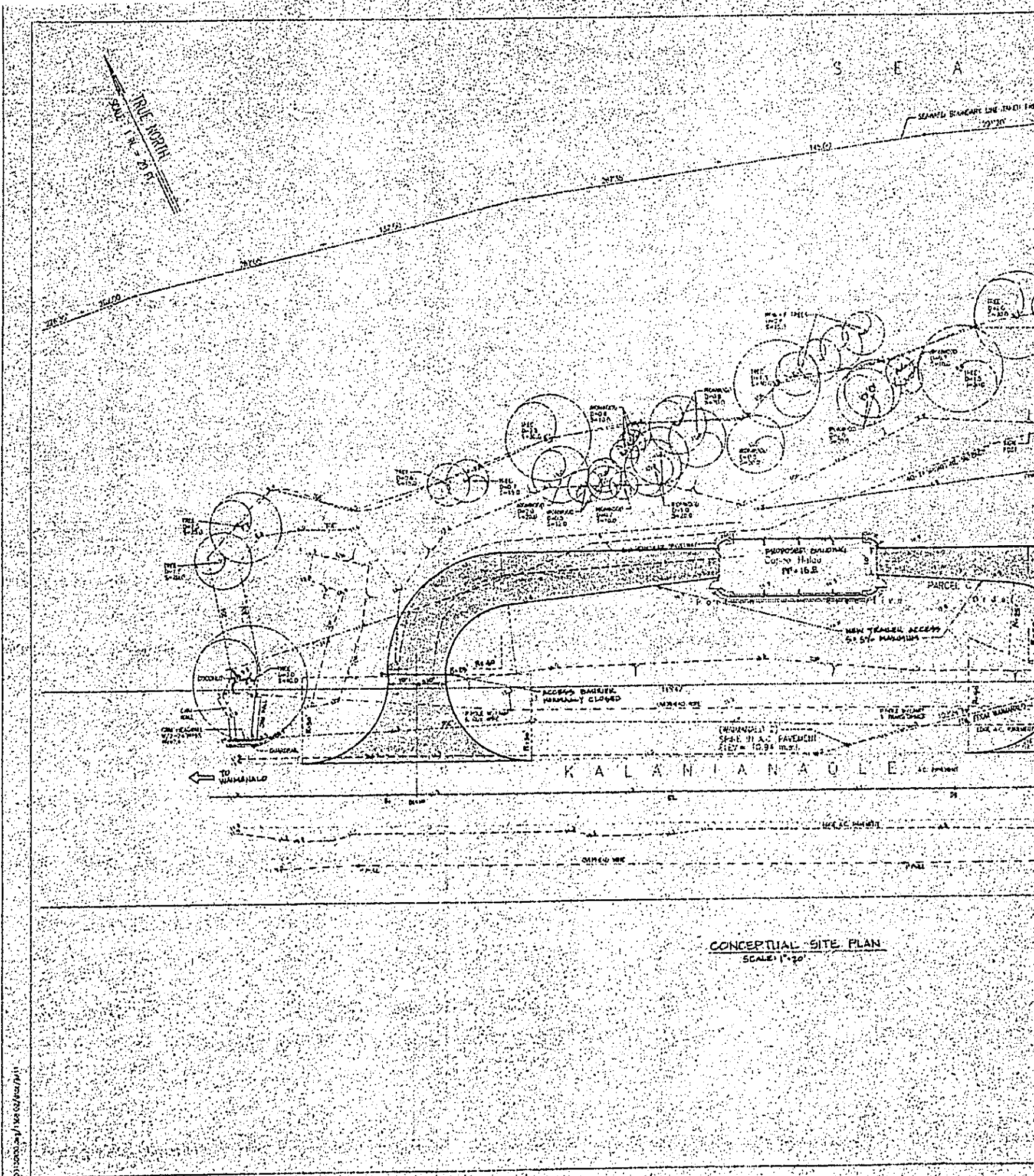
Reinf. Steel = 480#
Class "A-1" Conc. = 5.1 cy
Struc. Exc. = 8 cy

WAIMANALO

HOUSE LOTS

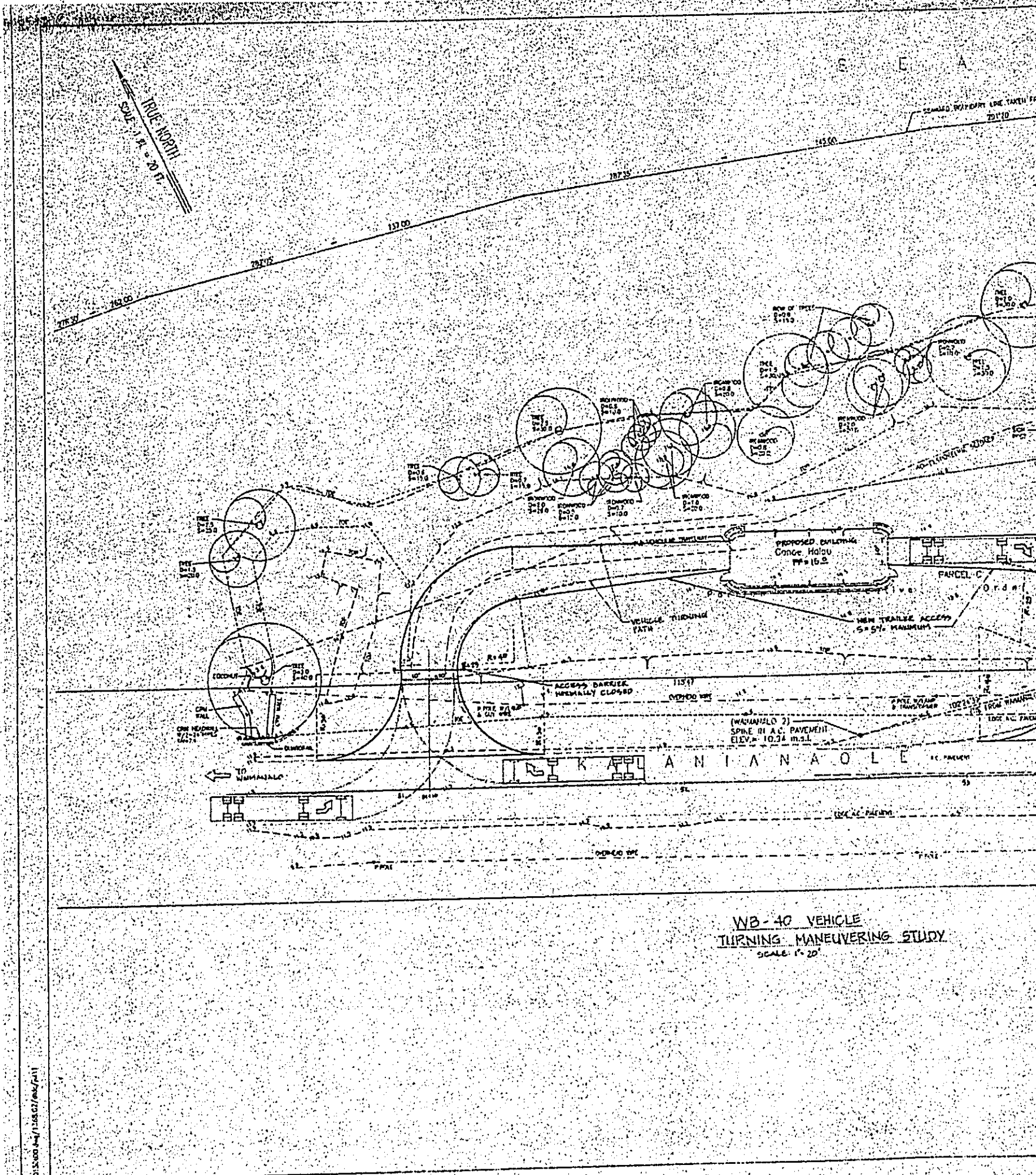


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CONCEPTUAL SITE PLAN
SCALE: 1" = 20'

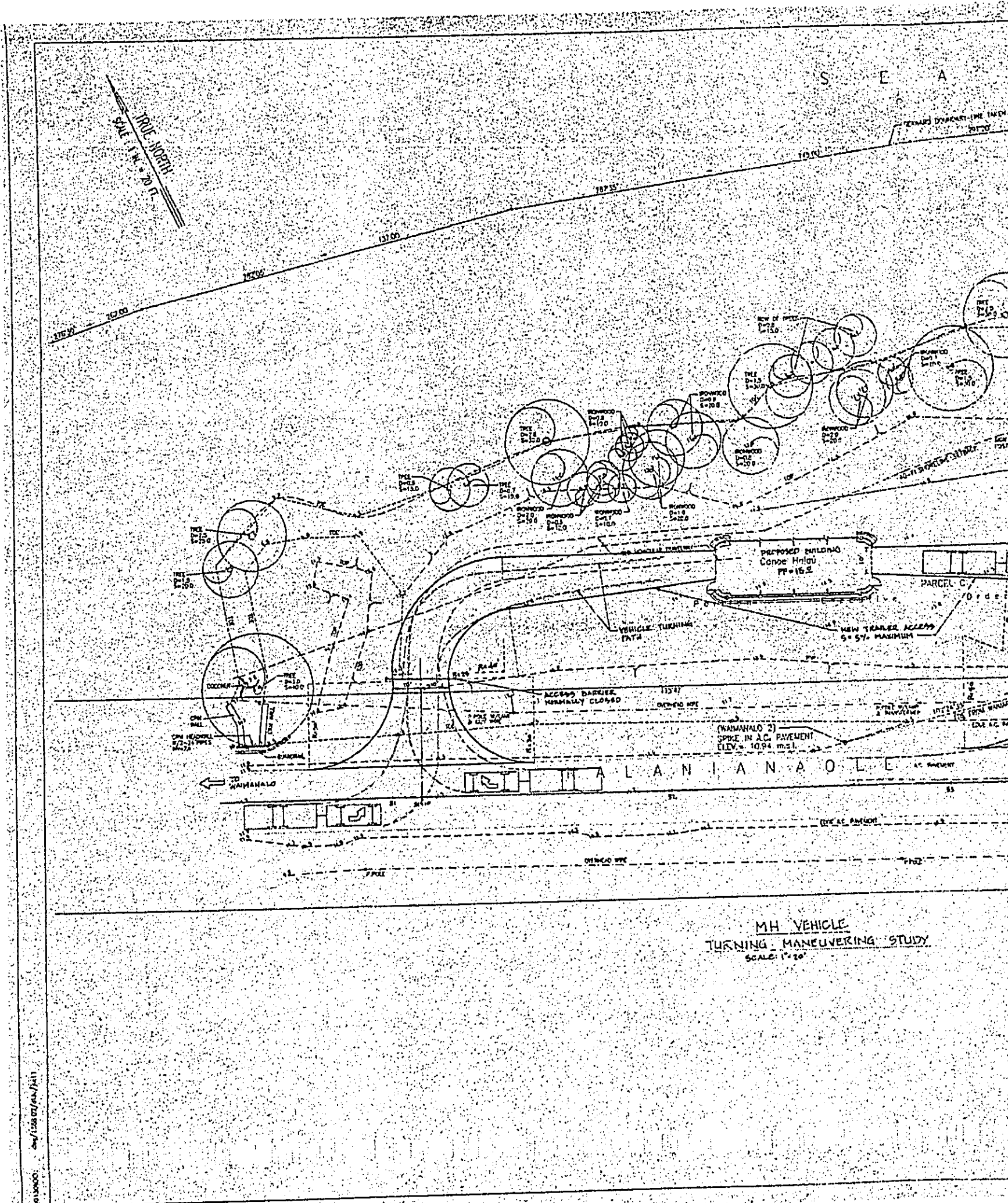
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WB-40 VEHICLE
TURNING MANEUVERING STUDY
SCALE 1" = 20'

2015-000 4-4/11/08 07/04/11

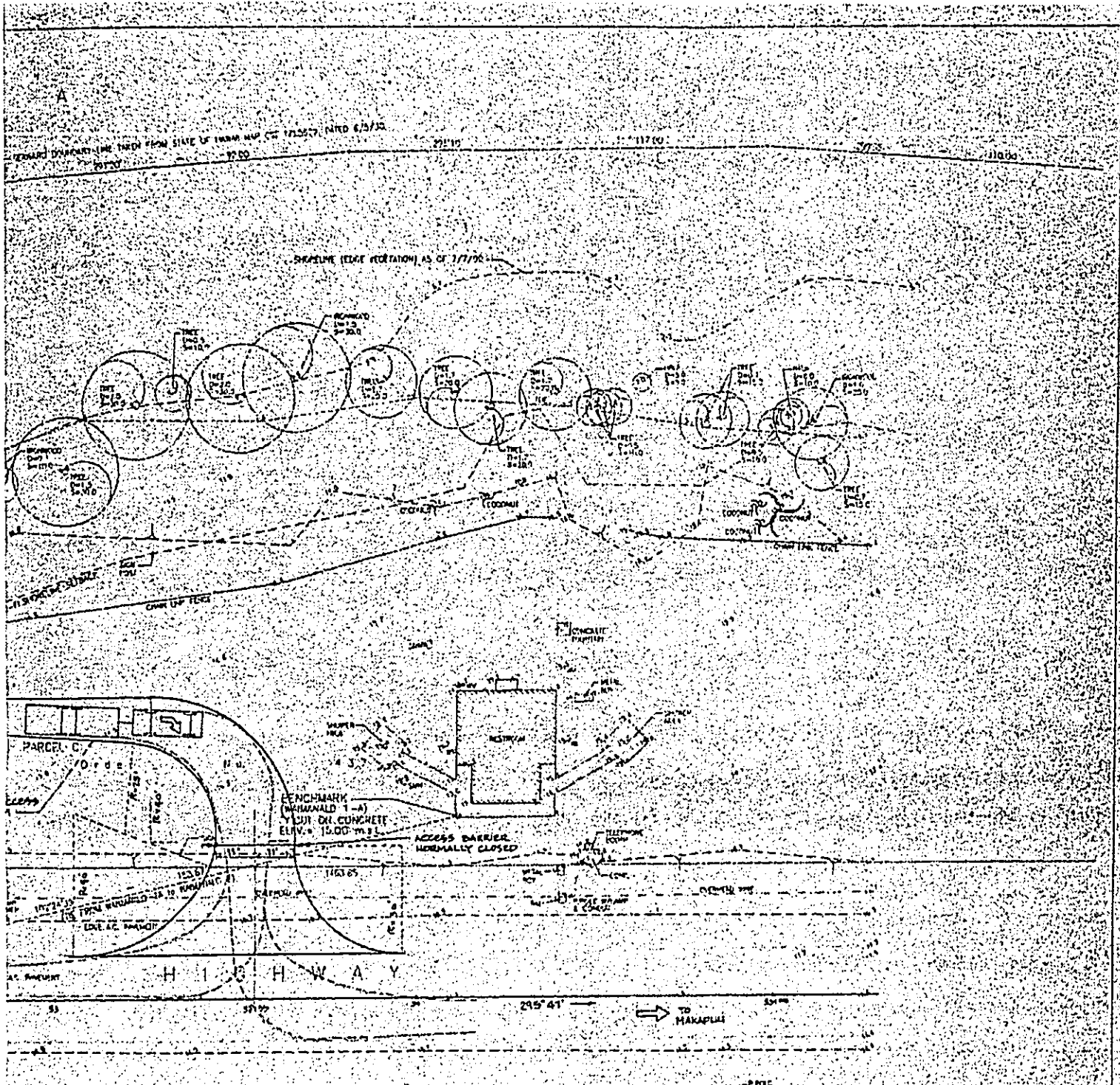
DOCUMENT CAPTURED AS RECEIVED



MH VEHICLE
TURNING MANEUVERING STUDY
SCALE: 1"=20'

DATE: 02/15/87 (SUN/11)

DOCUMENT CAPTURED AS RECEIVED



DATE: STATE OF HAWAII

TOPOGRAPHIC SURVEY

PORTION WAIMANALO BEACH PARK

BEING A PORTION OF EXECUTIVE ORDER NO. 437

AT WAIMANALO, HONOLULU, OAHU, HAWAII

SCALE: 1" = 20' (1)

JULY 11, 1960

WALTER D. THOMAS, JR.

Sheet 2800-23-1000

Exhibit 8



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

P.O. BOX 621
HONOLULU, HAWAII 96809
October 17, 2000

AQUACULTURE DEVELOPMENT
PROGRAM
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND
RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND DIVISION
STATE PARKS
WATER RESOURCE MANAGEMENT

File Number OA-784RSSMAPS

REF: LD-NAV

Walter P. Thompson, Inc.
720 Iwilei Road, Suite 425
P. O. Box 3351
Honolulu, Hawaii 968015

Dear Mr. Thompson

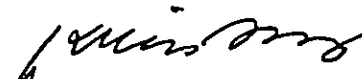
Subject: Shoreline Certification Request: File Number OA-784
Owner: State of Hawaii E.O to City and County of Honolulu
Location - Island: Oahu - District: Waimanalo: Tax Map Key: 4-1-3: 016
Property Description: Waimanalo Beach Park

This letter informs you that the above shoreline survey maps have been certified. Please be aware that in the past these maps were withheld until the end of the 20-day appeal period. The Department of the Attorney General recently advised us that, while perhaps well intentioned, withholding the maps had the effect of imposing an automatic stay on the release of the maps and was not consistent with the intent of the public records law or with the shoreline certification rules.

Therefore, please find enclosed for your records six (6) certified shoreline survey maps. However, please be advised that pursuant to Section 13-222-26, Hawaii Administrative Rules, this certification is subject to appeal which may possibly include a contested case hearing. Public notice of this shoreline certification is scheduled for publication in the October 23, 2000 Environmental Notice.

You will be notified whether an appeal or request for a contested case hearing to the shoreline certification has been filed during the appeal period, which ends on November 12, 2000. If no appeal has been filed during the 20-day period, then the certification is final. If, however, an appeal is filed, then the certification would be subject to the resolution of the contested case hearing process. Should you have any questions on this matter, please feel free to contact Nick Vaccaro (808) 587-0438.

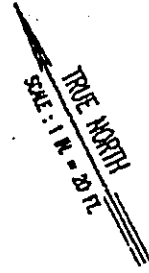
Very truly yours,


DEAN Y. UCHIDA
Administrator

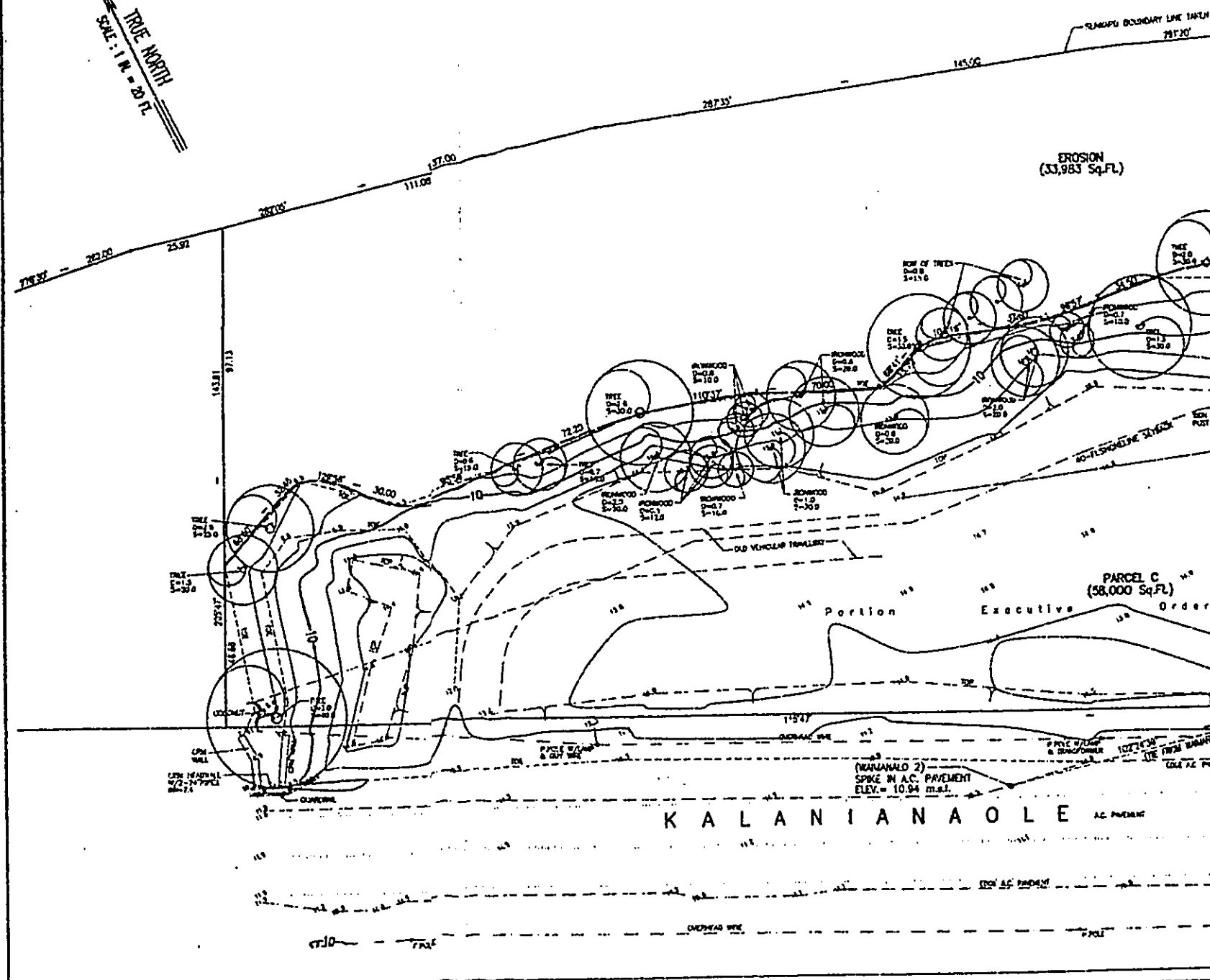
c: District Land Branch (w/attach)
Survey Division (w/attach)
C&CoH Department of Design and Construction
C&CoH Department of Planning and Permitting

DOCUMENT CAPTURED AS RECEIVED

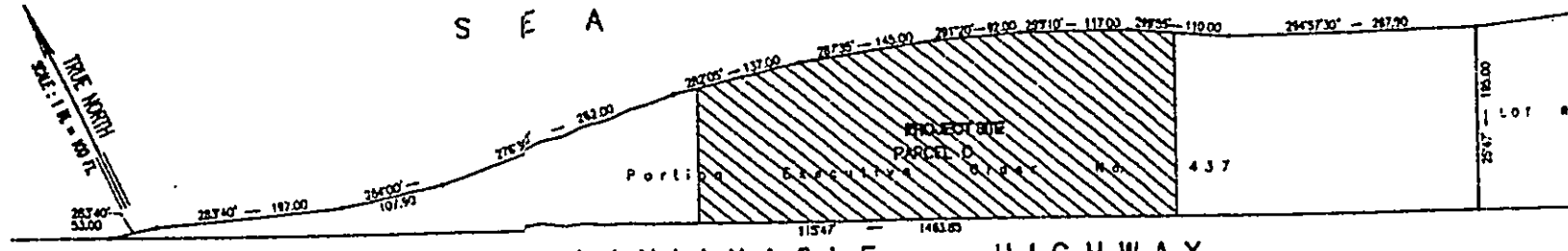
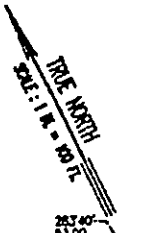
Exhibit 9



S E A



S E A



KALANIANA'OLE HIGHWAY

ENLARGEMENT
SCALE: 1 IN. = 100 FT.

D:\30000\map\1981.07\map\p11

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



GILBERT S. COLOMA-AGARAN, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DEPUTIES
JANET E. KAWELO
LINNELL NISHIOKA

Exhibit 10

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kakuhikawa Building, Room 555
601 Kamokila Boulevard
Kapolei, Hawaii 96707

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
COMMISSION ON WATER RESOURCE
MANAGEMENT
CONSERVATION AND RESOURCES
ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND
STATE PARKS

June 20, 2001

Mr. Kimbal Thompson
AKTA Ltd.
46-160 Nahiku Street
Kaneohe, Hawaii 96744

LOG NO: 27725 ✓
DOC NO: 0106SC18

Dear Mr. Thompson:

**SUBJECT: Chapter 6E-8 Historic Preservation Review of the Proposed
Construction of the Kaiona Beach Park Canoe Halau
Waimanalo, Ko`olaupoko, O`ahu
TMK: TMK: 4-1-003: 016**

Thank you for the opportunity to review and comment on the proposed construction of canoe halau at Kaiona Beach Park in Waimanalo, O`ahu. Our review is based on historic maps, aerial photographs, reports, and records maintained at the State Historic Preservation Division; no field inspection was made of the subject parcel. The canoe halau will have a "footprint" of about 30 feet by 60 feet in area, all of which will be excavated to a depth of about 30-36 inches below surface. In addition, there will be a waterline installation, requiring trenching to a depth of about two or three feet below surface.

A review of our records shows that there are no known historic sites at the project location. According to the US Department of Agriculture's soil surveys maps, the project area is underlain by Jaucas Sands, which are known to contain cultural layers and human burials. We do have records of inadvertent discoveries of human burials elsewhere in Waimanalo in Jaucas Sands, as well as in Kailua and toward Makapu`u Point. Thus, construction of the canoe halau and associated improvements may have an "adverse effect" on significant historic sites which may be present in the sand deposits of the park.

In view of these facts, then, we recommend that you undertake a program of on-site archaeological monitoring during all ground disturbance associated with construction of the canoe halau. Prior to beginning ground disturbance, please submit an archaeological monitoring plan for our review and approval. An acceptable plan should contain the following items:

Mr. Kimbal Thompson
Page Two

(1) The kinds of remains that are anticipated and where in the construction area the remains are likely to be found; (2) How the remains and deposits will be documented; (3) How the expected types of remains will be treated; (4) The archaeologist conducting the monitoring has the authority to halt construction in the immediate area of a find in order to carry out the plan; (5) A coordination meeting between the archaeologist and construction crew is scheduled, so that the construction team is aware of the plan; (6) What laboratory work will be done on remains that are collected; (7) A schedule for report preparation; and (8) Details concerning the archiving of any collections that are made.

If an acceptable monitoring plan is implemented by a qualified archaeologist, then we believe that the proposed canoe halau will have "no adverse effect" on significant historic sites that may be present in the project location.

Should you have any questions, please feel free to contact Sara Collins at 692-8026.

Aloha,



DON HIBBARD, Administrator
State Historic Preservation Division

SC:jk

c: Mr. A. Van Horn Diamond, Chair, O`ahu Island Burial Council
Mr. Kai Markell, Burial Sites Program

Exhibit 11



DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96859-5443

REPLY TO
ATTENTION OF

July 25, 2001

Civil Works Technical Branch

AUG 10 2001

AKTA Ltd./

Mr. Randall K. Fujiki
City and County of Honolulu
Department of Design and Construction
850 South King Street, 9th Floor
Honolulu, Hawaii 96813

DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU
01 JUL 25 PM 3 33

Dear Mr. Fujiki:

Thank you for the opportunity to review and comment on the Environmental Assessment (EA) for the Kaiona Beach Park Improvements, Cance Halau, Waimanalo, Oahu (TMK 4-1-3: 16). The following comments are provided in accordance with Corps of Engineers authorities to provide flood hazard information and to issue Department of the Army (DA) permits.

- a. Based on the information provided, a DA permit will not be required at this time.
- b. The flood hazard information provided on page 7 of the EA is correct.

Should you require additional information, please contact Ms. Jessie Dobinchick of my staff at (808) 438-8876.

Sincerely,

James Pennaz
James Pennaz, P.E.
Chief, Civil Works
Technical Branch

CORRECTION

THE PRECEDING DOCUMENT(S) HAS
BEEN REPHOTOGRAPHED TO ASSURE
LEGIBILITY
SEE FRAME(S)
IMMEDIATELY FOLLOWING

DOCUMENT CAPTURED AS RECEIVED

Exhibit 11



DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96855-5400

REPLY TO
ATTENTION OF

July 25, 2001

Civil Works Technical Branch

AUG 10 2001

AKTA Ltd./

Mr. Randall K. Fujiki
City and County of Honolulu
Department of Design and Construction
850 South King Street, 9th Floor
Honolulu, Hawaii 96813

DEPT OF PLANNING
& PERMITTING
850 SOUTH KING STREET
CITY & COUNTY OF HONOLULU

01 JUL 25 PM 3 38

Dear Mr. Fujiki:

Thank you for the opportunity to review and comment on the Environmental Assessment (EA) for the Kaiona Beach Park Improvements, Cane Halau, Waimanalo, Oahu (TMK 4-1-3: 16). The following comments are provided in accordance with Corps of Engineers authorities to provide flood hazard information and to issue Department of the Army (DA) permits.

a. Based on the information provided, a DA permit will not be required at this time.

b. The flood hazard information provided on page 7 of the EA is correct.

Should you require additional information, please contact Ms. Jessie Dobinchick of my staff at (808) 438-8876.

Sincerely,

James Pennaz
James Pennaz, P.E.
Chief, Civil Works
Technical Branch

Exhibit 12

AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

August 24, 2001

Mr. James Pennaz, P.E.,
Chief, Civil Works Technical Branch
Department of the Army
U. S. Army Engineer District, Honolulu
Ft. Shafter, Hawaii 96819

Dear Mr. Pennaz:

Subject: Environmental Assessment (EA) for the City and County of Honolulu Department of Design and Construction, Proposed Canoe Halau at Kaiona Beach Park, Waimanalo
TMK: 4-1-003:016 Parcel C

This is to acknowledge receipt of your letter. Thank you for reviewing the draft Environmental Assessment for Kaiona Beach Park Canoe Halau.

Thank You.

Sincerely,

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

46-160 NAHIKU STREET, KANEOHE, HAWAII 96744
(808) 236-1373 FACSIMILE: (808) 234-6484
E-MAIL: akimbalt@aol.com

DOCUMENT CAPTURED AS RECEIVED

AUG-09-2001 THU 02:07 PM PLANNING & PERMITTING

FAX NO. 808 527 6743

P. 04

Exhibit 13

BENJAMIN J. CAVETANO
GOVERNOR OF HAWAII



BRUCE S. ANDERSON, Ph.D., M.P.H.
DIRECTOR OF HEALTH

'01 AUG 2 PM 4 20

DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 2275
HONOLULU, HAWAII 96807

Tracey Chausselet
File

01-076/cpo

July 31, 2001

Mr. Randall K. Fujiki, AIA, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

AUG 09 2001

ETA, Ltd.

Dear Mr. Fujiki:

Subject: Kaioa Beach Park Canoe and Equipment Storage Facility

Thank you for allowing us to review and comment on the subject project. We have no comments to offer at this time.

Sincerely,

GARY GILL
Deputy Director
Environmental Health Administration

Exhibit 14

AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

August 24, 2001

Mr. Gary Gill, Deputy Director
Department of Health
State of Hawaii
P.O. Box 3378
Honolulu, Hawaii 96801

Dear Mr. Gill:

Subject: Environmental Assessment (EA) for the City and County of Honolulu Department of Design and Construction, Proposed Canoe Halau at Kaiona Beach Park, Waimanalo
TMK: 4-1-003:016 Parcel C

This is to acknowledge receipt of your letter. Thank you for reviewing the draft Environmental Assessment for Kaiona Beach Park Canoe Halau.

Thank You.

Sincerely,

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

46-160 NAHIKU STREET, KANEOHE, HAWAII 96744
(808) 236-1373 FACSIMILE: (808) 234-6484
E-MAIL: akimbalt@aol.com

DOCUMENT CAPTURED AS RECEIVED

AUG-09-2001 THU 02:08 PM PLANNING & PERMITTING

FAX NO. 808 527 6743

P. 05

BENJAMIN J. CAJETANO
GOVERNOR



BRIAN K. MINAIAI
DIRECTOR

DEPUTY DIRECTORS
GLENN K. KONOHO
JACQUE V. UHAKAKI

Exhibit 15

'01 AUG 7 PM 2 33

DEPT OF PLANNING
and PERMITTING
CITY & COUNTY OF HONOLULU

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
669 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

AUG 09 2001

IN REPLY REFER TO:

HWY-PS
23704

Mr. Randall K. Fujiki
Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

AUG 09 2001

Dear Mr. Fujiki:

Subject: Special Management Area Use Permit (SMP)
Kaiona Beach Park, 41-575 Kalamissole Highway, Waimanalo
TMK: 4-1-3: por. 16
Construction of a new and equipment storage facility

Thank you for transmitting the subject document for our review and comments.

The applicant should continue to coordinate with our Highways Division staff regarding the project access connection with our Kalamissole Highway.

If you have further questions, please contact Ronald Tsuzuki, Head Planning Engineer, Highways Division, at 587-1830.

Very truly yours,

BRIAN K. MINAIAI
Director of Transportation



Exhibit 16

AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

August 24, 2001

Mr. Clifford S. Jamile
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 South Beretania Street
Honolulu, Hawaii 96813

Dear Mr. Jamile:

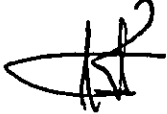
Subject: Environmental Assessment (EA) for the City and County of Honolulu Department of Design and Construction, Proposed Canoe Halau at Kaiona Beach Park, Waimanalo
TMK: 4-1-003:016 Parcel C

This is to acknowledge receipt of your letter. Thank you for reviewing the draft Environmental Assessment for Kaiona Beach Park Canoe Halau.

Thank You.

Sincerely,

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

46-160 NAHIKU STREET, KANEOHE, HAWAII 96744
(808) 236-1373 FACSIMILE: (808) 234-6484
E-MAIL: akimbalt@aol.com

DOCUMENT CAPTURED AS RECEIVED

Exhibit 17

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
530 SOUTH BERETANIA STREET
HONOLULU, HI 96843



'01 AUG 9 AM 10 42
August 9, 2001

DEPARTMENT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
CHARLES A. STED, Vice-Chairman
JAN M. LY, AMI
HERBERT S.K. KAUFMAN, SR.
SARAHNA KIRKSTANTON

BRIAN K. MINAMI, Ex-Officio
ROSS S. SASAKURA, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

AUG 10 2001

AKTA Ltd./

TO: RANDALL K. FUJIKI, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: FOR CLIFFORD S. JAMILE, MANAGER AND CHIEF ENGINEER

SUBJECT: TRANSMITTAL OF JULY 2, 2001 OF THE DRAFT ENVIRONMENTAL
ASSESSMENT AND SPECIAL MANAGEMENT AREA PERMIT FOR
THE KAIONA BEACH PARK CANOE STORAGE FACILITY,
WAIMANALO, OAHU, TMK: 4-1-03: PORTION 16

Thank you for the opportunity to review the subject document for the proposed storage facility.

We have the following comments to offer:

1. The existing off-site water system is presently adequate to accommodate the proposed project.
2. The availability of water will be determined when the Building Permit Applications are submitted for our review and approval. If water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission and daily storage.
3. The document correctly states there is one existing water service consisting of a 1½-inch water meter currently serving the project site. Furthermore, we understand that the gate valve and pressure reducing valve (PRV) will be relocated to immediately after the meter and that a Board of Water Supply approved Reduced Pressure Principle Backflow Prevention Assembly (RP) will be installed immediately after the PRV. It should be noted that an RP is required to be installed immediately after all meters serving the site and the settings on any PRVs should be adjusted to accommodate the losses through the RP.



Mr. Randall K. Fujiki
August 7, 2001
Page 2

4. If a three-inch or larger water meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval.
5. The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.

If you have any questions, please contact Scott Muraoka at 527-5221.

DOCUMENT CAPTURED AS RECEIVED

Exhibit 18

AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

August 24, 2001

Mr. Brian K. Minaai, Director of Transportation
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Minaai:

Subject: Environmental Assessment (EA) for the City and County of Honolulu Department of Design and Construction, Proposed Canoe Halau at Kaiona Beach Park, Waimanalo
TMK: 4-1-003:016 Parcel C

This is to acknowledge receipt of your letter. Thank you for reviewing the draft Environmental Assessment for Kaiona Beach Park Canoe Halau.

Thank You.

Sincerely,

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

46-160 NAHIKU STREET, KANEOHE, HAWAII 96744
(808) 236-1373 FACSIMILE: (808) 234-6484
E-MAIL: akimbalt@aol.com

Exhibit 19

WILLIAM J. CAFFREY
DIRECTOR OF PLANNING



ROBERT S. COLMAN-ABRAM, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

'01 AUG 1 PM 3 10

DEPUTY
JIMMY K. KEANELO
LUREL MEDICAL

DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kalahele Building, Room 433
601 Kamehameha Boulevard
Kapitol, Hawaii 96703

ACQUATIC RESOURCES
BOATING AND FISHERY REGULATION
COMMISSION ON WATER RESOURCE
MANAGEMENT
CONSERVATION AND RESOURCES
ENFORCEMENT
COMPETENCIES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND
STATE PARKS

July 18, 2001

Randall K. Fujiki, Director
Department of Planning and Permitting
City & County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

LOG NO: 27843 ✓
DOC NO: 0107EJ10

Dear Mr. Fujiki:

SUBJECT: Chapter 6E-8 Historic Preservation Review - Environmental Assessment (EA) for the City and County of Honolulu Department of Design and Construction Proposed Canoe Halau at Kaiona Beach Park Waimanalo, Ko'olaupoko, O'ahu. TMK: 4-1-003-016 Parcel C

Thank you for the opportunity to comment on the EA for the proposed canoe halau at Kaiona Beach Park. We previously commented on this project to AKTA Ltd, the authors of the EA, recommending that archaeological monitoring be conducted during all ground disturbing activities related to the construction of the canoe halau including the waterline installation. Our complete comments were included as Exhibit 1 in the document. However, we would like to clarify the summary statements regarding historic and cultural resources in the EA (Section 7. Historic and Cultural Resources). The State Historic Preservation Division does not believe that it is highly unlikely that there are any significant historic or archaeological features within the project area. Our comments stated that there are no known historic sites at the project location, but based on similar soil deposits (i.e. Jaucus Sands) in nearby areas, we believed that these sandy soils might contain cultural layers as well as human burials. Therefore, we recommended that "on-site archaeological monitoring be conducted during all ground disturbance associated with construction of the canoe halau". An archaeological monitoring plan must be submitted for review and approval prior to construction. If an acceptable monitoring plan is implemented by a qualified archaeologist, then we believe that the proposed canoe halau will have "no adverse effect" on significant historic sites that may be present in the project location. To date, SHPD has not reviewed for acceptance an archaeological monitoring plan for this project.

Randall K. Fujiki, Director
Page Two

Should you have any questions, please feel free to call Sara Collins at 692-8026 or Elaine Jourdain at 692-8027.

Aloha,



Don Hibbard, Administrator
State Historic Preservation Division

EJ:jk

c: Mr. A. Van Horn Diamond, Chair, O'ahu Island Burial Council
Mr. Kai Markell, Burial Sites Program

DOCUMENT CAPTURED AS RECEIVED

Exhibit 20

AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

August 27, 2001

Mr. Don Hibbard, Administrator
State Historic Preservation Division
Department of Land and Natural Resources
State of Hawaii
601 Kamokila Boulevard, Room 555
Kapolei, Hawaii 96707

Dear Mr. Hibbard:

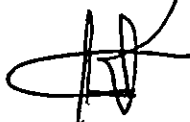
Subject: Environmental Assessment (EA) for the City and County of Honolulu Department of Design and Construction, Proposed Canoe Halau at Kaiona Beach Park, Waimanalo
TMK: 4-1-003:016 Parcel C

Thank you for reviewing and commenting on the Draft Environmental Assessment for Kaiona Beach Park Canoe Halau. In response to your comments and questions we are answering the following:

We have modified "Section 7. Historic and Cultural Resources" according to your comments. An archeological monitoring plan will be submitted by Dr. Paul Cleghorn of Pacific Legacy Inc. prior to construction of the canoe halau.

Thank You.

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

46-160 NAHIKU STREET, KANEOHE, HAWAII 96744
(808) 236-1373 FACSIMILE: (808) 234-6484
E-MAIL: akimbalt@aol.com

DOCUMENT CAPTURED AS RECEIVED

Exhibit 21

BENJAMIN J. CAYETANO
GOVERNOR



GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
236 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4186
FACSIMILE (808) 586-4186

August 21, 2001

AUG 23 2001

ETA Ltd./

Ms. Rae M. Loui, Director
Department of Design and Construction
City and County of Honolulu
650 South King Street, 11th Floor
Honolulu, Hawai'i 96813

Dear Ms. Loui:

Subject: Draft Environmental Assessment for the Kaiona Beach Park Canoe Halau, Oahu

Thank you for the opportunity to review the subject document. We have the following comments.

1. Please include the certified shoreline map in the final environmental assessment.
2. Please describe in detail the mitigation measures that will be taken to avoid or minimize construction related stormwater runoff from entering the ocean.
3. Please provide color or better quality black and white photographs in the final environmental assessment. Superimpose the proposed canoe halau onto the photographs to show the visual impacts of the project.
4. Please include the Belt Collins traffic study in the final environmental assessment.
5. Please describe how wastewater from the existing shower and restroom facilities are disposed. Do they meet current DOH standards? Are improvements needed? If so, are there any plans to make any corrections?
6. Please describe the alternatives that were considered for this project.
7. Please discuss the findings and reasons for supporting the finding of no significant impact in accordance with section 11-200-12 of the EIS rules. See the attached example.
8. Please list all the permits and approvals that would be required for this project.

DOCUMENT CAPTURED AS RECEIVED

Ms. Loui
Page 2

9. Please consult with the Waimanalo Neighborhood Board. Include any discussion with the Board in the final environmental assessment.

Should you have any questions, please call Jeyan Thirugnanam at 586-4185. Mahalo.

Sincerely,



Genevieve Salmcson
Director

c: DPP
AKTA

From: Mokulele Highway/Puunene Bypass final EA (1997)

DETERMINATION, FINDINGS AND REASONS FOR SUPPORTING DETERMINATION

SIGNIFICANCE CRITERIA: According to the Department of Health Rules (I 1-200-12), an applicant or agency must determine whether an action may have a significant impact on the environment, including all phases of the project, its expected consequences both primary and secondary, its cumulative impact with other projects, and its short and long-term effects. In making the determination, the Rules establish "Significance Criteria" to be used as a basis for identifying whether significant environmental impact will occur. According to the Rules, an action shall be determined to have a significant impact on the environment if it meets any one of the following criteria:

- (1) Involves an irrevocable commitment to loss or destruction of any natural or cultural resources;

The proposed project will not impact scenic views of the ocean or any ridge lines in the area. The visual character of the area will change from the current agricultural land to an improved 4-lane highway which is compatible with the surrounding land use plans and programs being implemented for the region. The highway corridor is comprised of "Prime" agricultural land which is an important resource. Development of drainage systems will follow established design standards to ensure the safe conveyance and discharge of storm runoff. In addition, the subject property is located outside of the Count's Special Management Area (SMA).

As previously noted, no significant archaeological or historical sites are known to exist within the corridor. Should any archaeologically significant artifacts, bones, or other indicators of previous onsite activity be uncovered during the construction phases of development, their treatment will be conducted in strict compliance with the requirements of the Department of Land and Natural Resources.

- (2) Curtails the range of beneficial uses of the environment;

Although the subject property is suitable for agricultural uses, the land area adjoining the Mokulele Highway is naturally suited for transportation purposes due to its location proximate to an existing highway system. To return the site to a natural environmental condition is not practical from both an environmental and economic perspective.

- (3) Conflicts with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS; and any revisions thereof and amendments thereto, court decisions, or executive orders;

The proposed development is consistent with the Environmental Policies established in Chapter 344, HRS, and the National Environmental Policy Act.

- (4) Substantially affects the economic or social welfare of the community or state;

The proposed project will provide a significant contribution to Maui's future population by providing residents with the opportunity to "live and work in hannonny" in a high quality living environment. The proposed project is designed to support surrounding land use patterns, will not negatively or significantly alter existing residential areas, nor will unplanned population growth or its distribution be stimulated. The project's development is responding to projected population growth rather than contributing to new population growth by stimulating in-migration.

- (5) Substantially affects public health

Impacts to public health may be affected by air, noise, and water quality impacts, however, these will be insignificant or not detectable, especially when weighed against the positive economic, social, and quality of life implications associated with the project. Overall, air, noise, and traffic impacts will be significantly positive in terms of public health as compared to the "no action" alternative.

- (6) Involves substantial secondary impacts, such as population changes or effects on public facilities

Existing and planned large-scale housing development projects within Wailuku-Kahului and Kihei will contribute to a future population growth rate that will require expansion of public and private facilities and services. These

improvements will become necessary as the overall population of Maui grows and settlement patterns shift. However, the proposed project will not in itself generate new population growth, but provide needed infrastructure the area's present and future population.

In addition, new employment opportunities will generate new sources of direct and indirect revenue for individuals and the County of Maui by providing both temporary and long-term employment opportunities during the construction period. Indirect employment in a wide range of service related industries will also be created from construction during project development.

(7) Involves a substantial degradation of environmental quality;

The proposed development will utilize existing vacant agricultural land. With development of the proposed project, the addition of urban landscaping will significantly mitigate the visual impact of the development as viewed from outside the site while the overall design will complement background vistas.

Makai views from the subject property are available, however, they are not significant nor generally, available to the public in the property's present restricted condition.

(8) Is individually limited but cumulatively has considerable effect on the environment, or involves a commitment for larger actions;

By planning now to address the future needs of the community and the State, improvement of the transportation system is consistent with the long term plans for Maui. No views will be obstructed or be visually incompatible with the surrounding area.

(9) Substantially affects a rare, threatened or endangered species or its habitat;

No endangered plant or animal species are located within the highway corridor.

(10) Detrimentially affects air or water quality or ambient noise levels;

Any possible impact to near-shore ecosystems resulting from surface runoff, will be mitigated by the establishment of on-site retention basins during the construction phases of development. After development, retention areas within the highway right-of-way will serve the same function to encourage-recharge of the groundwater.

(11) Affects or is likely to suffer damage by being located in an environmentally sensitive area, such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, freshwater, or coastal waters.

Development of the property is compatible with the above criteria since there are not environmentally sensitive areas associated with the project and the physical character of the corridor has been previously disturbed by agricultural uses. As such, the property no longer reflects a "natural environment". Shoreline, valleys, or ridges will not be impacted by the development.

(12) Substantially affects scenic vistas and view planes identified in county or state plans or studies;

Due to topographical characteristics of the property, views of the area to be developed are generally not significant although they are visible. The majority of the proposed project will not be visible, except from higher elevations by the general public or from persons traveling along the highway.

(13) Requires substantial energy consumption.

The location of the proposed project is between Maui's major growth areas. This relationship will reduce travel times and energy consumption after project build out through efficiencies gained by the increased capacity of the highway. Construction of the proposed project will not require substantial energy consumption relative to other similar projects.

Exhibit 22



Belt Collins

FACSIMILE HEADER

TO: Mr. A. Kimbal Thompson	FROM: Cheryl Palesh	
COMPANY: Arthur Kimbal Thompson Architect	DATE: August 23, 2001	
FAX NUMBER: 234-6484	JOB NUMBER/REFERENCE NUMBER: 1999-71-0200	
SUBJECT: Kaiona Beach Park - Canoe Halau - EA	TOTAL PAGES: 1	ORIGINAL TO FOLLOW: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

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IF YOU DO NOT RECEIVE ALL PAGES, PLEASE CALL 808-521-5361 OR FAX 808-538-7819.

The replies to the specific questions posed in OEQC's EA review letter of August 21, 2001 are as follows:

2. Mitigation measures to avoid construction runoff flowing into the ocean?

Based on the field topographic survey, there is a slight coastal berm in approximately along the 40-foot shoreline setback in the project area. Due to this berm, runoff from the area shoreward of the construction site flows towards the highway. As such, runoff from the construction site will also flow down slope towards the highway and not towards the ocean. Watering will control wind blow dust that may be transported to the ocean.

Fiji
Australia
Guam
Hong Kong
Malaysia
Philippines
South
Singapore
Thailand

5. Disposal means of wastewater from the existing shower and restroom facility.

The record construction drawings obtained from the City indicate that wastewater from the restroom discharges to a cesspool. These plan indicate that the shower drains by sheet flow to the surrounding area.

In regards to plans for improving the existing mean of wastewater disposal, you will have to contact the City. We are not making any modification to the existing building and no improvements to the wastewater disposal system are in the project scope of services.

Please contact me if there are any questions on the above replies. Thank you.

Belt Collins Hawaii, Ltd.
680 Ala Moana Boulevard, First Floor - Honolulu, Hawaii 96813 USA
T:808.521.5361 - F:808.538.7819 - hawaii@beltcollins.com - www.beltcollins.com

AUG 23 2001

AKTA Ltd.

DOCUMENT CAPTURED AS RECEIVED

Exhibit 23

AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

August 27, 2001

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
State of Hawaii
235 South Beretania Street
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

**Subject: Environmental Assessment (EA) for the City and County of Honolulu Department of Design and Construction, Proposed Canoe Halau at Kaiona Beach Park, Waimanalo
TMK: 4-1-003:016 Parcel C**

Thank you for reviewing and commenting on the Draft Environmental Assessment for Kaiona Beach Park Canoe Halau. In response to your comments and questions we are answering the following:

1. "Please include the certified shoreline map in the final environmental assessment."

Yes, we will include the certified shoreline map in the final environmental assessment as an exhibit.

2. "Please describe in detail the mitigation measures that will be taken to avoid or minimize construction related stormwater runoff from entering the ocean."

Please, see attached August 23, 2001 letter from Belt Collins. This information has also been added to the final EA, section III. under 10. Water Quality.

3. "Please provide color or better quality black and white photographs in the final environmental assessment. Superimpose the proposed canoe halau onto the photographs to show the visual impacts of the project."

We will provide better quality black and white photos and color photographs for the final EA. We will also show the canoe halau superimposed onto photographs for visual impact.

4. "Please include the Belt Collins traffic study in the final environmental assessment."

Yes, we will include Belt Collins traffic study as an exhibit.

5. "Please describe how wastewater from the existing shower and restroom facilities are disposed. Do they meet current DOH standards? Are improvements needed? If so, are there any plans to make corrections?"

Please, see attached August 23, 2001 letter from Belt Collins. This information has also been added to the final EA, Section III. under C. Infrastructure, 3. Waste Water.

6. "Please describe the alternatives that were considered for this project."

To have created a thatched roof halau of structure similar to Hawaiian houses observed at time of European contact was an initial potential objective. Current Building and Planning code standards rendered this approach not practical. Other alternatives including stone lanai and different sitings within the beach park were considered. We were commissioned to respond to the design criterion of the Waimanalo Vision Advocates for this project.

DOCUMENT CAPTURED AS RECEIVED

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
Page 2, August 27, 2001

7. "Please discuss the findings and reasons for supporting the finding of no significant impact in accordance with section 11-200-12 of the EIS rules."

We have added this discussion to the final EA. (IV. FINDING OF NO SIGNIFICANT IMPACT)

8. "Please list all the permits and approvals that would be required for this project."

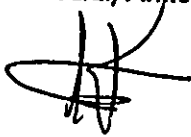
A permits and approvals section has been added to the final EA.

9. "Please consult with the Waimanalo Neighborhood Board. Include any discussions with the board in the final environmental assessment."

The Waimanalo Neighborhood Board was consulted and gave approval in 1999.

Thank You.

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

46-160 NAHIKU STREET, KANEOHE, HAWAII 96744
(808) 236-1373 FACSIMILE: (808) 234-6484
E-MAIL: akimbalt@aol.com

Exhibit 24



AUG 22 2001

AKTA Ltd./

University of Hawai'i at Mānoa

Environmental Center
A Unit of Water Resources Research Center
Krauss Annex 19 • 2500 Dole Street • Honolulu, Hawai'i 96822
Telephone: (808) 955-7361 • Facsimile: (808) 955-650

August 22, 2001
EA:0267

Mr. Wesley Obata
City and County of Honolulu
Department of Design and Construction
650 South King St.
Honolulu, Hawai'i 96813

Dear Mr. Obata:

Draft Environmental Assessment
Kaiona Beach Park
Waimanalo, Hawai'i

The City and County of Honolulu, Department of Design and Construction proposes to construct a new canoe halau, driveway, concrete walkway, and other minor park modifications at Kaiona Beach Park located on the makai side of Kalaniana'ole Highway between Waimanalo Beach Park and Kaupo Beach Park. The canoe and equipment storage facility would provide a permanent storage facility for canoes, kayaks and related equipment, as well as provide an informal gathering area for paddlers. The site is located on 33.765 acres. The start date of the project is estimated to begin in October 2001 and to be completed in early 2002. The estimated cost of the project is approximately \$450,000.00.

This review was prepared with the assistance of John Rooney, Department of Geology and Geophysics, Dave Smith, Department of Ocean and Resource Engineering, and Niyati Ni, Environmental Center.

General Comments

In general we find that the Draft Environmental Assessment (DEA) provides justification for the halau due to the support for the outrigger canoeing activities. However, to be consistent with the halau's purpose and ensure that it is environmentally non-destructive, it is important to site the structure in such a way that it will not interfere with active littoral processes. Given the area's history however, it is apparent that the halau has the potential to do just that.

Mr. Obata
August 22, 2001
Page 2

The site maps and accompanying photos are poorly done making it difficult to tell the exact location of the project. A larger area map would have helped to better place the location of the structure. Clearer copies of the photographs of the area would have given reviewers a better idea of the surrounding environment. This report also contains a number of typographical errors, which makes it difficult to read. Some errors like failing to capitalize the word "parks" in the last paragraph of page 2 when referring to the Department of Parks and Recreation are minor, others like the missing base flood elevation in section 4 on flood hazard on page 7 are significant.

Coastal Erosion

It is noted on page 4 of the DEA that the beach sands are extremely erodible and shift constantly under tidal and wind action. Unfortunately, this is the only discussion of beach and shoreline erosion in the DEA. The DEA also states that the proposed halau will be well beyond the required 40-foot shoreline setback. However, Exhibit 6 is a site map of a portion of Kaiona Park with the location of the proposed halau drawn in. According to the drawing, the halau is less than 1 ft landward of the 40 ft. setback line.

A larger area map would better help to place the location of the proposed structure. However, it appears that the proposed location is close to transect #18 from the Waimanalo section of the Oahu Shoreline Study (Sea Engineering, Inc., 1998). The shoreline there has a dynamic history with alternating periods of erosion and accretion. Net movement of the shoreline (vegetation line along that transect between April 1950 and February 1988 shows 36 feet of erosion, and the report states that erosion will probably continue. They also state that the history of the beach indicates a susceptibility to erosion during large storm waves. More recent data is not available at this time. Over the entire period covered by the study, net erosion was found to be 0.95 ft/yr. However, much higher rates, up to 4 ft/yr are found for shorter intervals. These rates suggest that the canoe halau will be located seaward of the shoreline setback line almost immediately, and may be susceptible to wave damage in less than a decade.

Because of the potential for erosion in the area, the halau should be located further landward. A preferable alternative would be to design a structure, which can be easily relocated landward in the event that movement of the shoreline encroaches on the halau's original location. Given the large sum appropriated for construction of this facility (\$450,000.00), redesigning the halau to make it portable should not be difficult, and would serve as an excellent example of appropriate coastal management and construction. The Coastal Construction Manual (Third Edition) published by the Federal Emergency Management Agency (June, 2000) offers detailed guidelines on the design and construction of structures that can be relocated when threatened by coastal erosion.

Mr. Obata
August 22, 2001
Page 3

Also the active use of the halau could also cause significant terrestrial erosion. Pedestrian access to the beach from the halau would produce footpaths between the trees and cause localized erosion. Consequently, access through the trees should be discouraged.

Water Drainage

Because a fresh water source for rinsing the canoes is proposed, a provision should be made for the drainage of the rinse water. The maximum daily use of the halau is unclear. There is capacity for 7 racing canoes, but possibly only one is used at a time. The amount of surface run-off would depend on this. Water seeks the lowest ground, which in this case is generally in the direction of Kalaniana'ole Highway. Run-off tends to become concentrated into a few runs that can be significantly deep and a pedestrian hazard. Since a fresh water line will be added from the nearby shower and comfort facilities, a drain line back to those same facilities could easily be added.

Potential Storm Damage

The proximity of the halau to the ocean makes it susceptible to damage in the event of a hurricane. At an elevation of +15 MSL, it is more likely to be affected by wind than by waves. All components of the structure should be either removable or able to withstand the effects of a hurricane. Airborne debris from a damaged structure is the most significant hazard to neighboring property. The roof, being shingled, should be removable.

Descriptions of the Affected Environment

The Section III description of the affected environment, impacts and mitigation is very brief, lacking the detail found in most environmental assessments. Section 2 on Climate for example, gives no statistical information on rainfall, temperature, and wind speed, factors that may impact the placement of the building. Section 6 on Significant Habitats states the "wildlife will not be affected" but offers little to justify this conclusion. A better effort should have been put forth in this section.

Miscellaneous

In the letter from Belt Collins to the Department of Transportation, Exhibit 2, it is stated that access "to the halau for loading and unloading will be only during the canoe race season." When is the race season? A paragraph on the projected use pattern of the halau could clarify when the high and low use periods will occur.

Mr. Obata
August 22, 2001
Page 4

The scale in Exhibit 6 should be checked for accuracy. As it is presently drawn, it shows the halau within the 40-foot setback.

The floor plan depicted in Exhibit 7 shows a concrete slab that is never mentioned in the text.

Conclusion

Given that a number of halau are slated to be constructed around the island, and their necessary proximity to the shoreline, it is very likely that other halau will run into similar problems. By designing moveable structures, this host of potential threats to the health of beaches can be turned into a number of examples of beach-friendly construction.

We thank you for the opportunity to review this Draft Environmental Assessment.

Sincerely,



Peter Rappa
Environmental Review Coordinator

cc: **OBQC**
Arthur Kimbal Thompson, AKTA Ltd.
John Rooney, Department of Geology and Geophysics
Dave Smith, Department of Ocean and Resource Engineering
James Moncur, WRRRC
Niyati Ni, Environmental Center

Exhibit 25**AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA**

August 23, 2001

Mr. Peter Rappa
Environmental Review Coordinator
Environmental Center
University of Hawaii
2500 Dole St. Krauss Annex #19
Honolulu, Hawaii 96822

Dear Mr. Rappa:

**Subject: Environmental Assessment (EA) for the City and County of Honolulu Department of Design and Construction, Proposed Canoe Halau at Kaiona Beach Park, Waimanalo
TMK: 4-1-003:016 Parcel C**

Thank you for reviewing the Draft Environmental Assessment for the Kaiona Beach Park Canoe Halau project. Your General Comments are noted; the two typographical errors have been corrected. Also, the word "well" is deleted in front of "beyond the 40 foot shoreline setback." The requirement is that the structure be outside of this 40-foot shoreline setback. We would believe that more recent information than that from 1988 does exist and that the dynamic history would indicate periods of both accretion and erosion. We do not know that both of your statements are valid to be used together to predict certainty of a massive short-term erosion within ten years. Certainly any long-range history is indicative that the entire island is slowly being accreted back into the ocean over the long term.

We are looking into a shorter term of present shoreline recreational use and access by the general public directly in line with goals of the Sea Grant program. In looking to a current planning cycle of 50 years, the intent of this facility is to foster good shoreline management to and for the Waimanalo public. To be reactive only to the extreme case scenario could be to sacrifice 50 years of marine recreation and education opportunity contrary to the Sea Grant goals. While the actual facility could undoubtedly be sited closer to the road, the siting as designed took into account traffic and maneuvering considerations, the desire for a proximity to the shoreline and concerns with view corridors among other ongoing considerations and concerns.

We appreciate the concern for potential portability of structure and will refer to the referenced FEMA publication. Basically, the structure as designed could be deconstructed and reconstructed albeit with sacrifice to concrete foundations, some fastening devices etc. and effort in recycling some components (i.e. rocks in walls, etc.). Current building codes call for stringent life safety considerations requiring mass, materials and construction techniques not necessarily compatible to ultimate portability. Rigorous attachment of architectural components, such as roofing materials, to meet code requirements is contrary to ease of removal of these components.

Please understand that we do respect your comments and that alternative designs and construction techniques were considered. To have created a thatched roof Halau of structure similar to Hawaiian houses observed at time of European contact was an initial potential objective. Current Building and Planning code standards rendered this approach not practical. At an opposite extreme, anchoring the foundations with large stainless steel helix screws deep enough into the sand would not be practical within budgetary limitations. The \$ 450,000.00 figure is well above that utilized as a construction budget. As well, we were commissioned to respond to the design criterion of the Waimanalo Vision Community Advocates for this project.

Concerning Water Drainage, the one hose bib included with the project will have minimal impact and water will be readily absorbed within the sand. We will review the existing outdoor shower condition although according to our Civil Engineering consultant current shower drainage is from sheet flow onto existing area surrounding the shower.

Page 2, August 23, 2001
University of Hawaii Environmental Center

Regarding Potential Storm Damage, as previously stated, Current building codes call for stringent life safety considerations requiring mass, materials and construction techniques to endure potential storm conditions. Rigorous attachment of architectural components, such as roofing materials, to meet code requirements is contrary to ease of removal of these components.

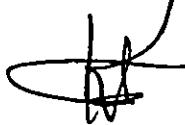
The Descriptions of Affected Environment Section deals with a relatively small grassed and sandy area within an existing Beach Park use. As local paddlers have utilized the area historically, there will be minimal additional impact hence the synopsis of current climatic, wildlife and similar information.

In answer to miscellaneous comments, the canoe-paddling season occurs in the summer months for the Oahu Regatta season (roughly June through August) and into mid October for the long distance season. It is envisioned that Racing Canoes from the Waimanalo area will be stored unrigged within the Halau between events and during the off-season. The scales in Exhibit 6 are accurate for 24"x 36" drawing sheets from which the included drawings were reduced.

In conclusion, given that additional Halau are likely to be designed for construction in various Oahu Communities, each will need to be reviewed within the context of their specific design and siting. Again, we thank you for your thoughts regarding this project.

Thank You.

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

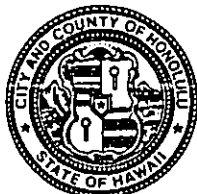
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Exhibit 26

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR

2001/SMA-44 (DT)

August 13, 2001

Mr. Arthur Kimbal Thompson
46-160 Nahiku Street
Kaneohe, Hawaii 96744

Dear Mr. Thompson:

Draft Environmental Assessment (EA)
Kaiona Beach Park Canoe Halau
Tax Map Key: 4-1-3: por. 16

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

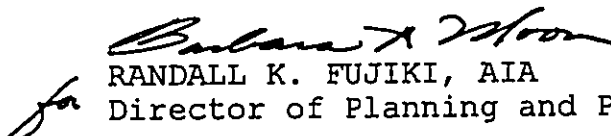
1. The EA only mentions that a new canoe halau is proposed for the site. However, the blueprint plans indicate that a new concrete walkway, access road, and hose bibb are also proposed. These and other proposals should be included in the EA.
2. A section on Best Management Practices (BMPs) should be included in the EA. The blueprint plans show that BMPs will be implemented, but this is not mentioned in the EA. The plans show that a silt fence will be installed on the mauka side of the halau during construction. Will a fence on the makai side be installed to prevent construction runoff from flowing to the ocean?
3. The EA should mention how many cubic yards of grading and/or filling will be done at the project site.
4. The EA should specify the types of best management practices which will be implemented to minimize runoff from entering Kalanianaʻole Highway and the ocean.
5. The method of solid waste disposal (includes refuse) should be included in the EA.

Mr. Arthur Kimbal Thompson
Page 2
August 13, 2001

6. Page 12 of the EA lists 11 agencies/organizations consulted in preparing the EA. Only one comment letter was included in the EA, which was from the State Historic Preservation Division (SHPD). Was this the only response received from these agencies/organizations? What happened to the other comment letters? Also, your cover letter to the agencies/organizations requesting their comments should be included in this section.
7. The "Historic and Cultural Resources" section in the EA states that the SHPD "believes that it is highly unlikely that there are any significant historic or archaeological features on the site." However, it is not mentioned in this section that the SHPD statement is applicable only if an acceptable monitoring plan is completed. Will an archaeological monitoring plan be performed for this site? This section of the EA should be revised to include the SHPD concerns and what will be done to respond to their concerns.
8. The proposed halau will be constructed on a narrow strip of park land. Currently, there is a comfort station in this area. The "Visual Resources" section of the EA states that the canoe halau will not obstruct ocean views. One of the objectives of the Special Management Area is to preserve, maintain and, where desirable, improve and restore shoreline open space and scenic resources. The construction of the canoe halau will reduce the open space in this narrow park area. Therefore, a view analysis should be included in the EA, along with mitigative measures to minimize the impact of the proposed structure on coastal views.
9. The project area (in acres) in relation to the total size of the park should be included in the EA.

The above comments should be addressed in the Final EA. If you have any questions regarding this letter, please call Dana Teramoto of our staff at 523-4648.

Sincerely yours,


RANDALL K. FUJIKI, AIA
Director of Planning and Permitting

RKF:nt

Exhibit 27

AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

August 27, 2001

Mr. Randall K. Fujiki, AIA
Director of Planning and Permitting
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Fujiki:

Subject: Environmental Assessment (EA) for the City and County of Honolulu Department of Design and Construction, Proposed Canoe Halau at Kaiona Beach Park, Waimanalo
TMK: 4-1-003:016 Parcel C

Thank you for reviewing and commenting on the Draft Environmental Assessment for Kaiona Beach Park Canoe Halau. In response to your comments and questions we are answering the following:

1. "The EA only mentions that a new canoe Halau is proposed for the site. However, the blueprint plans indicate that a new concrete walkway, access road, and hosebibb are also proposed. These and other proposals should be included in the EA."

We have added the above mentioned items to the EA, however, the access road is an existing access road historically utilized to access canoes onto the site and is to remain unpaved.

2. "A section on Best Management Practices (BMPs) should be included in the EA. The blueprint plans show that BMPs will be implemented, but this is not mentioned in the EA. The plans show that a silt fence will be installed on the mauka side of the halau during construction. Will a fence on the makai side be installed to prevent construction runoff from flowing to the ocean?"

The BMPs from drawing C-2 have been added to the final EA in section III. number 7. Water Quality. A silt fence will not be installed on the makai side of the of the construction area (see attached Belt Collins August 21, 2001 letter).

3. "The EA should mention how many cubic yards of grading and/or filling will be done at the project site."

+/- 270 cubic yard grading or cut/fill will be done at the project site, this information has been included in section II of the EA under 2. Physical Characteristics.

4. "The EA should specify the types of best management practices which will be implemented to minimize runoff from entering Kalaniana'ole Highway and the ocean."

See attached Belt Collins August 21, 2001 letter.

5. "The method of solid waste disposal (includes refuse) should be included in the EA."

Solid waste shall be contained and removed from site weekly or with pull container. This information has been included in section III. under C. Infrastructure.

6. "Page 12 of the EA lists 11 agencies/organizations consulted in preparing the EA. Only one comment letter was included in the EA, which was from the State Historic Preservation Division (SHPD). Was this the

Mr. Randall Fujiki, AIA
Department of Planning and Permitting
Page 2, August 27, 2001

only response received from these agencies/organizations? What happened to the other comment letters? Also your cover letter to the agencies/organizations requesting their comments should be included in this section."

The letter from SHPD was the only formal communication received, the other agencies were consulted.

7. "The 'Historic and Cultural Resources' section in the EA states that the SHPD 'believes that it is highly unlikely that there are any significant historic or archeological features on the site.' However, it is not mentioned in this section that the SHPD statement is applicable only if an acceptable monitoring plan is completed. Will an archeological monitoring plan be performed for this site? This section of the EA should be revised to include the SHPD concerns and what will be done to respond to their concerns."

Yes, an archeological monitoring plan will be performed. This section of the EA has been revised to include SHPD concerns.

8. "The proposed canoe halau will be constructed on a narrow strip of park land. Currently, there is a comfort station in this area. The 'Visual Resources' section of the EA states that the canoe halau will not obstruct ocean views. One of the objectives of the Special Management Area is to preserve, maintain and, where desirable, improve and restore shoreline open space and scenic resources. The construction of the canoe halau will reduce the open space in this narrow park area. Therefore, a view analysis should be included in the EA, along with mitigative measures to minimize the impact of the proposed structure on coastal views."

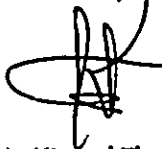
If located elsewhere in park the canoe halau will have more visual impact. The siting of the canoe halau has been carefully analyzed and coordinated with the Department of Planning and Permitting to minimize coastal view obstruction. The canoe halau is currently sited "in front of" mature ironwood trees. A photo board and siteplan was presented to DPP February 9, 2000. To show the visual impacts of the project the canoe halau is superimposed on photographs of the existing park and added to the final EA.

9. "The project area (in acres) in relation to the total size of the park should be included in the EA."

The project area consist of 4.41 acres in relation to 33.76 acres of the total area of the park. This data has been added to the EA in section I.

Thank You.

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

46-160 NAHIKU STREET, KANEOHE, HAWAII 96744
(808) 236-1373 FACSIMILE: (808) 234-6484
E-MAIL: akimbalt@aol.com

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Exhibit 28

FACSIMILE HEADER

BELT COLLINS

H A W A I I

Date Sent : _____
Time : _____

To : Arthur Kimbal Thompson Architect
Fax Number : 234-6494
Attention : Mr. A. Kimbal Thompson
From : Cheryl Palesh
Date : August 21, 2001
Subject : Kaiona Beach Park - Canoe Halau- Additional Services

Job No. : 1999-71-0200

RECEIVED

AUG 21 2001

AKTA Ltd./

Number of Pages (including header): 1 Original to follow: yes _____ no X

If you do not receive all pages, please call or fax immediately.

The replies to the specific questions posed in the City's EA review letter of August 13, 2001 are as follows:

Will a fence on the makai side be installed to prevent construction runoff from the flowing into the ocean?

Based on the field topographic survey, there is a slight coastal berm in approximately along the 40-foot shoreline setback in the project area. Due to this berm, runoff from the area shoreward of the construction site flows towards the highway. As such, runoff from the construction site will also flow down slope towards the highway and no silt fence is needed on the makai side of the construction area.

Best management practices?

As shown on the construction drawings, a silt fence is to be installed on the down slope site of the construction site, a stabilized construction access/egress is to be provided with a minimum area of 50 feet long by 20 wide, and new planting is to be established before removal of any of the erosion control measures.

Please contact me if there are any questions on the above replies. Thank you.



15 Aug. 2001

Dept. of Design
& Construction
Attn: Wesley Obata
650 S. King St.
Honolulu, HI 96813

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AUG 16 2001

AKTA Ltd./

Dear Sir,

I am concerned about the proposed canoe halau project being built at Kaiona Beach Park.

This park is used heavily, many weekends by the public, especially for family gatherings and picnics.

Building the proposed facility measuring 64 feet by 20 feet and approximately 25^{ft} high

would take up a large portion of the park, This would leave little room for other groups or families to enjoy their own outings at the beach.

Please understand I am not against the canoe club. However, I believe we need some fairness to all others who also use Kaiona Park.

I would suggest using the Waimanalo Beach Park area opposite Hili St and Kalanianaʻole Highway (the beachside), for the canoe halau.

Previous Master Plans have also designated the Waimanalo Beach Park to have a canoe halau there.

Exhibit 30

AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

August 28, 2001

Pansy K. Aila
41-166 Poliala Street
Waimanalo, Hawaii 96795

Dear Ms. Aila:

Subject: SMA for the City and County of Honolulu Department of Design and Construction, Proposed Canoe Halau at Kaiona Beach Park, Waimanalo
TMK: 4-1-003:016 Parcel C

This is a follow-up to our letter dated August 27, 2001 to you. The site for the canoe halau had already been determined by the Waimanalo Vision Team when the design consultant was awarded the project. The site of the proposed canoe halau has been historically used by the community as a canoe launching and open canoe storage area as ocean off Kaiona Beach Park is calm; it is easy to launch canoes and for children to get in and out of the canoes safely.

Thank You.

Sincerely,

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

46-160 NAHIKU STREET, KANEOHE, HAWAII 96744
(808) 236-1373 FACSIMILE: (808) 234-6484
E-MAIL: akimbalt@aol.com

My family also uses Kaiowa
Park whenever we can. It is
a perfect place for younger
children because the water
Ocean is mostly calm
and not rough with high
waves.

Sincerely,

Bansy K. Aila /p/ka

Exhibit 30

AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

August 27, 2001

Pansy K. Aila
41-166 Poliala Street
Waimanalo, Hawaii 96795

Dear Ms. Aila:

**Subject: SMA for the City and County of Honolulu Department of Design and Construction, Proposed Canoe Halau at Kaiona Beach Park, Waimanalo
TMK: 4-1-003:016 Parcel C**

Thank you for your letter concerning the proposed canoe halau at Kaiona Beach Park. We will include your letter in the Final Environmental Assessment Report.

Thank You.

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

46-160 NAHIKU STREET, KANEOHE, HAWAII 96744
(808) 236-1373 FACSIMILE: (808) 234-6484
E-MAIL: akimbal@aol.com

Exhibit 31
August 21, 2001

Dept. of Design & Construction
Attn: Wesley Obata
650 S King Street
Honolulu HI 96813

AUG 23 2001

NOVA MAIL

Dear Mr. Obata:

My comment on the proposed facility for the canoe halau project at the Kaiona Beach Park in the Waimanalo area is "Why there?"

Though I am not a resident of Waimanalo town, Kaiona Beach Park has always been our choice of beach for all our family picnics and special gatherings. It is a beautiful beach that has been kept a favorite among the locals. There are very few people that know of this beach park and for this reason it has remained the relaxing and secluded beach that everyone continues to look for.

I am not against, this "much needed" facility, but do have great hesitation in feeling that Kaiona Beach Park is the best location choice for the project. To me having the facility at Waimanalo Beach Park is definitely financially more practical due to the fact that there is support facilities (such as the Parks & Recreation office, parking, a pavilion, bathrooms and showers) already available. It cannot be denied that these facilities are in need of renovation, and if that is in future plans, it could include, accommodating the increase use of the facilities because of the canoe halau. Another reason would be securing this facility. It is feasible to have a security system for the entire area.

Waimanalo is a town that will benefit by having one central activity place for the entire community. To have the different groups and clubs meet at this central place will instill pride for their facilities and encourage everyone to take care of it.

Before you proceed with this project please go and experience Kaiona Beach. I am sure you will agree with me that this beach is too special to destroy.

Sincerely,


Michele M. Inovejas

cc:

AKTA Ltd.
46-160 Nahiku Street
Kaneohe HI 96744

Office of Environmental Quality Control
235 S Beretania Street Suite 702
Honolulu HI 96813

Exhibit 32

AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

August 27, 2001

Ms. Michele M. Inovejas
436-B Ulupaina Street
Kailua, Hawaii 96734

Dear Ms. Inovejas:

Subject: SMA for the City and County of Honolulu Department of Design and Construction, Proposed Canoe
Halau at Kaiona Beach Park, Waimanalo
TMK: 4-1-003:016 Parcel C

Thank you for your letter concerning the proposed canoe halau at Kaiona Beach Park. We will include
your letter in the Final Environmental Assessment Report.

Thank You.

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

46-160 NAHIKU STREET, KANEOHE, HAWAII 96744
(808) 236-1373 FACSIMILE: (808) 234-6484
E-MAIL: akimbalt@aol.com

Exhibit 32

AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

August 28, 2001

Ms. Michele M. Inovejas
436-B Ulupaina Street
Kailua, Hawaii 96734

Dear Ms. Inovejas:

Subject: SMA for the City and County of Honolulu Department of Design and Construction, Proposed Canoe Halau at Kaiona Beach Park, Waimanalo
TMK: 4-1-003:016 Parcel C

This is a follow-up to our letter dated August 27, 2001 to you. The site for the canoe halau had already been determined by the Waimanalo Vision Team when the design consultant was awarded the project. The site of the proposed canoe halau has been historically used by the community as a canoe launching and open canoe storage area as ocean off Kaiona Beach Park is calm; it is easy to launch canoes and for children to get in and out of the canoes safely.

Thank You.

Sincerely,

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

46-160 NAHIKU STREET, KANEOHE, HAWAII 96744
(808) 236-1373 FACSIMILE: (808) 234-6484
E-MAIL: akimbalt@aol.com

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Fax: 808-947-6427

Aug 22 '01 15:17 P.01/01

Exhibit 33
August 22, 2001

Dept of Planning & Permitting
Ronald Fujiki
650 South King Street
Honolulu, HI 96813.
ATTN: Dana Teramoto (via facsimile)

AKTA Ltd.

AUG 22 2001

AKTA Ltd./

Re: SMP at Kaiona Beach Park 41-575 Kalaniana'ole Hwy.

Dear Ms. Teramoto,

I am writing in opposition of the proposed building structure at Kaiona Beach Park (Kaiona). I live across from Kaiona and pass the proposed site in my daily commute to work and feel there may be avenues not addressed or other sites not discussed in the haste to build this hale or halau.

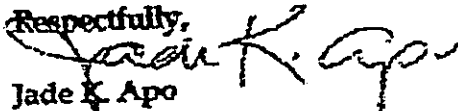
One of my initial concerns is 'safety' and traffic. I am positive that there have been assurances from the requesting party(ies) that congestion will be at a minimum. However, I can attest that even without this halau there exist traffic problems. The lot is small and parking is at a premium. As such, public and paddlers have been known to park on the park itself. Even though there are posted signs declaring otherwise. But parking on the beach park is just one of many infractions that occur at Kaiona.

I have also noted a small core group that appear to have established themselves at the park. I would question, if the building of this halau is in the best interest of the canoe club or just a convenient place for some to congregate.

Kaiona is a small beach park with an even smaller parking lot and I do not believe it has the necessary land mass to support this type of structure. I feel, a better situated place would be Waimanalo Beach Park. It has an existing pavilion (not used to its potential) that could be extended and renovated; infrastructure already in place; and a facility that houses a small kitchen and communication center.

I realize the paddling association affords a great service to the Waimanalo community and it is also my desire to have a place to house their equipment and call their own. It is not a matter of 'not in my backyard' as I am not a political genre in within neighborhood issues. For me, it's a matter of using prudence and utilizing what we already have in addition to the traffic and safety concerns. Especially of the children the association wishes to serve.

Respectfully,


Jade K. Apo
(Kamai 4-1-017:009)

cc: AKTA Ltd. (via facsimile)

Exhibit 34

AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

August 27, 2001

Ms. Jade K. Apo
41-584 Kalaniana'ole Hwy.
Waimanalo, Hawaii 96795

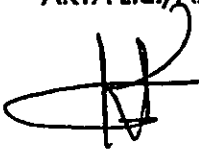
Dear Ms. Apo:

Subject: SMA for the City and County of Honolulu Department of Design and Construction, Proposed Canoe Halau at Kaiona Beach Park, Waimanalo. TMK: 4-1-003:016 Parcel C.

Thank you for your letter concerning the proposed canoe halau at Kaiona Beach Park. We will include your letter in the Final Environmental Assessment Report.

Thank You.

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

46-160 NAHIKU STREET, KANEOHE, HAWAII 96744
(808) 236-1373 FACSIMILE: (808) 234-6484
E-MAIL: akimbalt@aol.com

Exhibit 34

AKTA Ltd./ARTHUR KIMBAL THOMPSON ARCHITECT, AIA

August 28, 2001

Ms. Jade K. Apo
41-584 Kalaniana'ole Hwy.
Waimanalo, Hawaii 96795

Dear Ms. Apo:

Subject: SMA for the City and County of Honolulu Department of Design and Construction, Proposed Canoe Halau at Kaiona Beach Park, Waimanalo. TMK: 4-1-003:016 Parcel C.

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Thank You.

Sincerely,

AKTA Ltd./Arthur Kimbal Thompson Architect



A. Kimbal Thompson

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