DEPARTMENT OF DESIGN AND CONSTRUCTION

CITY AND COUNTY OF HONOLULU

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IN REPLY REFER TO:
GH-341

August 15, 2002

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

Dear Ms. Salmonson:

Subject: Finding of No Significant Impact (FONSI) for
Haleiwa Regional Park Skateboard Facility
TMK: 6-2-03: 20, 22
Haleiwa, Waialua District, Oahu

We have reviewed the comments received during the 30-day public comment period that began on January 23, 2002. We have determined that this project will not have significant environmental effects and have issued a FONSI. Please publish this notice in the next edition of the Environmental Notice.

A completed OEQC Publication Form and four copies of the Final EA are enclosed. Please call Mr. Greg Hee at 527-6977 if you have any questions.

Very truly yours,

for RAE M. LOUI, P.E.
Director

RML:lk

Enclosure

85

2002-09-08-OA-FEA-

FINAL ENVIRONMENTAL ASSESSMENT

Haleiwa Regional Park Skateboard Facility

Kawailoa, Waialua District, Oahu, Hawaii

Prepared for

Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

July 2002

FINAL ENVIRONMENTAL ASSESSMENT

Haleiwa Regional Park Skateboard Facility

Kawailoa, Waialua District, Oahu, Hawaii

Prepared in Fulfillment of the Requirements
of Chapter 343, Hawaii Revised Statutes and
Hawaii Administrative Rules, Title 11, Chapter 200
Department of Health, State of Hawaii

Prepared for

Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Prepared by

Bryce E. Uyehara A.I.A., Inc.
1314 South King Street, Suite 325
Honolulu, Hawaii 96814

and

Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814

July 2002

PROJECT PROFILE

Project:	Haleiwa Regional Park Skateboard Facility
Proposing Agency:	Department of Design and Construction City and County of Honolulu
Accepting Authority:	Department of Design and Construction for Mayor, City and County of Honolulu
Need for Environmental Assessment:	Use of County land and funds
Location:	Kawailoa, Waialua District, Oahu
Tax Map Key:	6-2-03: 20, 22
Landowner:	City and County of Honolulu
Land Area:	1.102 acres
State Land Use Designation:	Urban
General Plan:	Rural
Sustainable Communities Plan:	North Shore
Land Use Map:	Parks
Public Facilities Map:	Park
Zoning:	P-2 General Preservation
Special Management Area	Inside Special Management Area
Existing Use:	Vacant
Anticipated Determination:	Finding of No Significant Impact
Contact Person:	Greg Hee Department of Design and Construction City and County of Honolulu 650 South King Street Honolulu, Hawaii 96813 Phone: 527-6977

Note: Revisions to the text of the Draft Environmental Assessment appear in ***bold italic type***. Deleted text is [bracketed].

TABLE OF CONTENTS

LIST OF FIGURES AND TABLES

The Department of Design and Construction, City and County of Honolulu, proposes to construct a skateboard facility at Kawailoa, Waialua District, City and County of Honolulu (See Figures 1 and 2). The proposed Haleiwa Regional Park Skateboard Facility would be built on two of five parcels planned for the future Haleiwa Beach Park Mauka (commonly referred to as Haleiwa Regional Park). The Park is bounded by Kamehameha Highway and Haleiwa Beach Park on the west, Ukoa Pond on the north and east, and undeveloped vacant land on the south. The Park comprises tax map keys 6-2-3: 17, 19, 20, 22 and 38 with an area of approximately 3.371 acres (See Figure 3). The skateboard facility would be constructed on two lots (parcels 20 and 22) totaling approximately 1.102 acres. There are no plans to develop the three remaining lots at this time.

A. Purpose of the Project

The Department of Parks and Recreation has indicated that there is a shortage of community-based parks in the North Shore Development Plan Area. Based on future population in the year 2020, park planners project a need for an additional community park (average size 10 acres) and two community parks (average size 4 to 6 acres). The proposed Haleiwa Beach Park Mauka has been identified as one park site that could be developed as park to ease the shortage of community-based parks on the North Shore (Department of Planning and Permitting, 1999).

Development of Haleiwa Beach Park Mauka would help to expand active recreational opportunities for North Shore residents. Active recreational opportunity in the form of a skateboard park is proposed to accommodate the demand for skateboarding facilities and in the future, in-line skating, within the region (Ibid).

B. Technical Characteristics

1. Skateboard Facility

The proposed skateboard facility is made up of a concrete deck approximately 90' X 90' square that serves as a platform for two bowls surrounded by the deck. The deck is raised approximately six feet above existing grade by earth fill and the bowls are five feet below the top of the deck. The four sides of the deck are sloped outwards to existing grade. The sloped area or earth berms (shown as dashed lines on Figure 4) will be landscaped with appropriate plant material.

The bowl includes a combination of concrete banks, curved walls, ledges, and obstacles designed for skateboarding.

A Conceptual Development Plan is shown in Figure 4.

The facility will [neither] ***not*** be fenced [nor lighted]. ***The scope of the project (Phase I) has been modified to include lighting of the skateboard facility and parking lot (Rene Mansho Comment Letter).*** Operating hours will be established by the Department of Parks and Recreation.

2. Access and Parking

Off-street parking will be located to the north of the facility on parcel 22. A 24-foot wide driveway would provide access/egress into an off-street parking area. Two of the planned 15 parking stalls will

be reserved for handicapped use. The driveway has been sited as far north of the bend in Kamehameha Highway to provide adequate sight distance in both directions.

3. Public Facilities

Water will be brought to the site from a municipal water line in Kamehameha Highway. ***An easement will be granted to the Board of Water Supply for their 6" waterline that crosses a portion of the property (BWS Comment Letter). The Department of Design and Construction may replace the waterline depending on its age and physical condition.***

No wastewater disposal system is proposed. Future development of an in-line skating rink may include a comfort station. Portable toilets may be positioned somewhere on-site as a temporary measure.

Electrical power will not be extended to the site.

4. Landscaping

Trees, hedges, and ground cover will supplement existing trees and palms growing on the premises. The parking area will be landscaped per the requirements of the Land Use Ordinance, City and County of Honolulu.

C. Economic Characteristics

The cost of the proposed improvements is estimated at $ 600,000 and will be funded by the City and County of Honolulu. Construction will commence after all necessary permits and approvals are received.

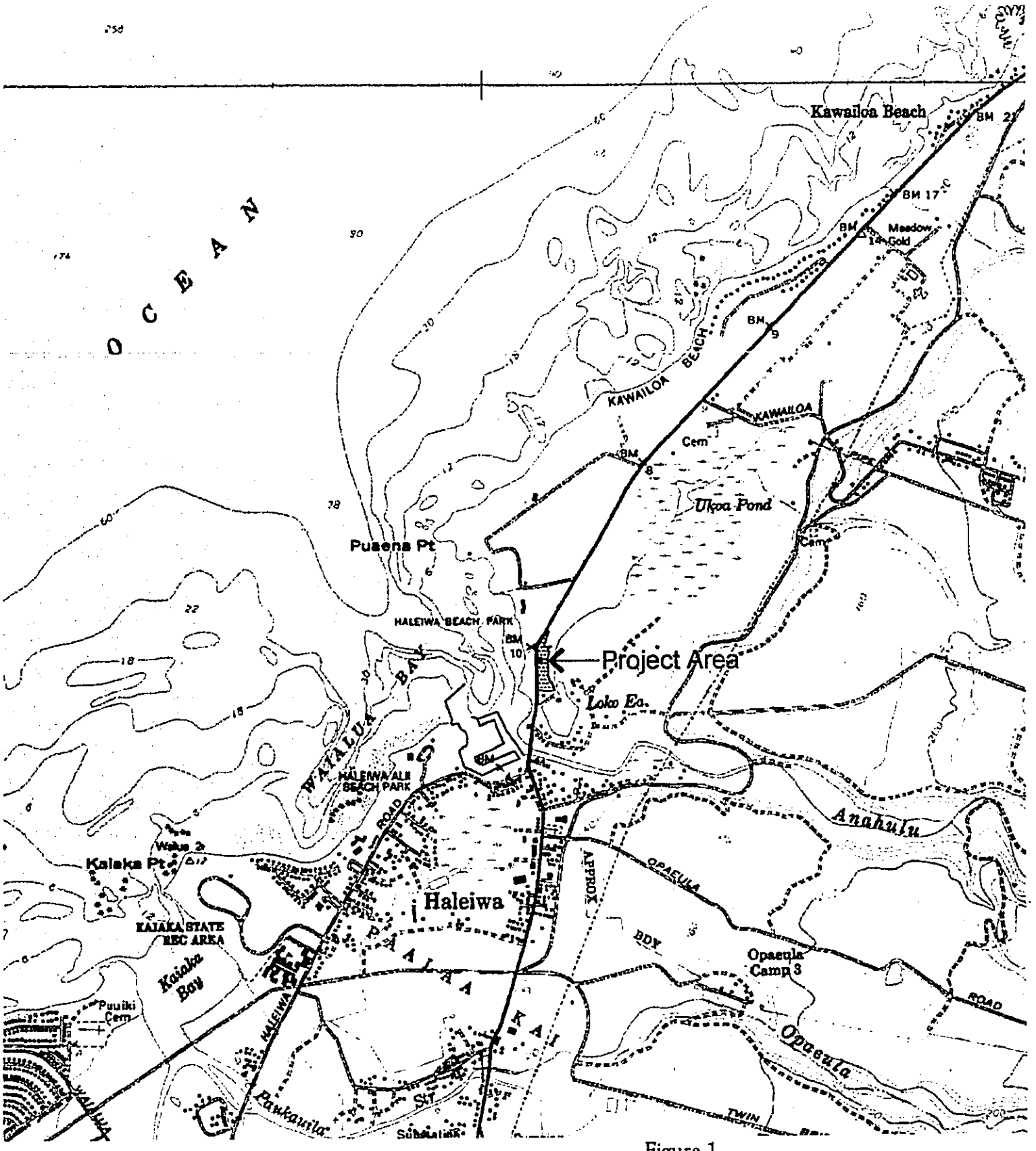
The project will be developed in two phases. The skateboard facility and off-street parking will be constructed during Phase I. Phase II facilities and implementation schedule have not yet been determined.

The City and County of Honolulu owns the lots on which the project is proposed.

D. Social Characteristics

The two lots on which the skating facility and off-street parking are proposed are vacant and undeveloped.

The proposed improvements will be designed in compliance with rules, regulations, and accessibility standards for outdoor recreation areas of the Americans with Disabilities Act.



Source: USGS, Haleiwa Quadrangle

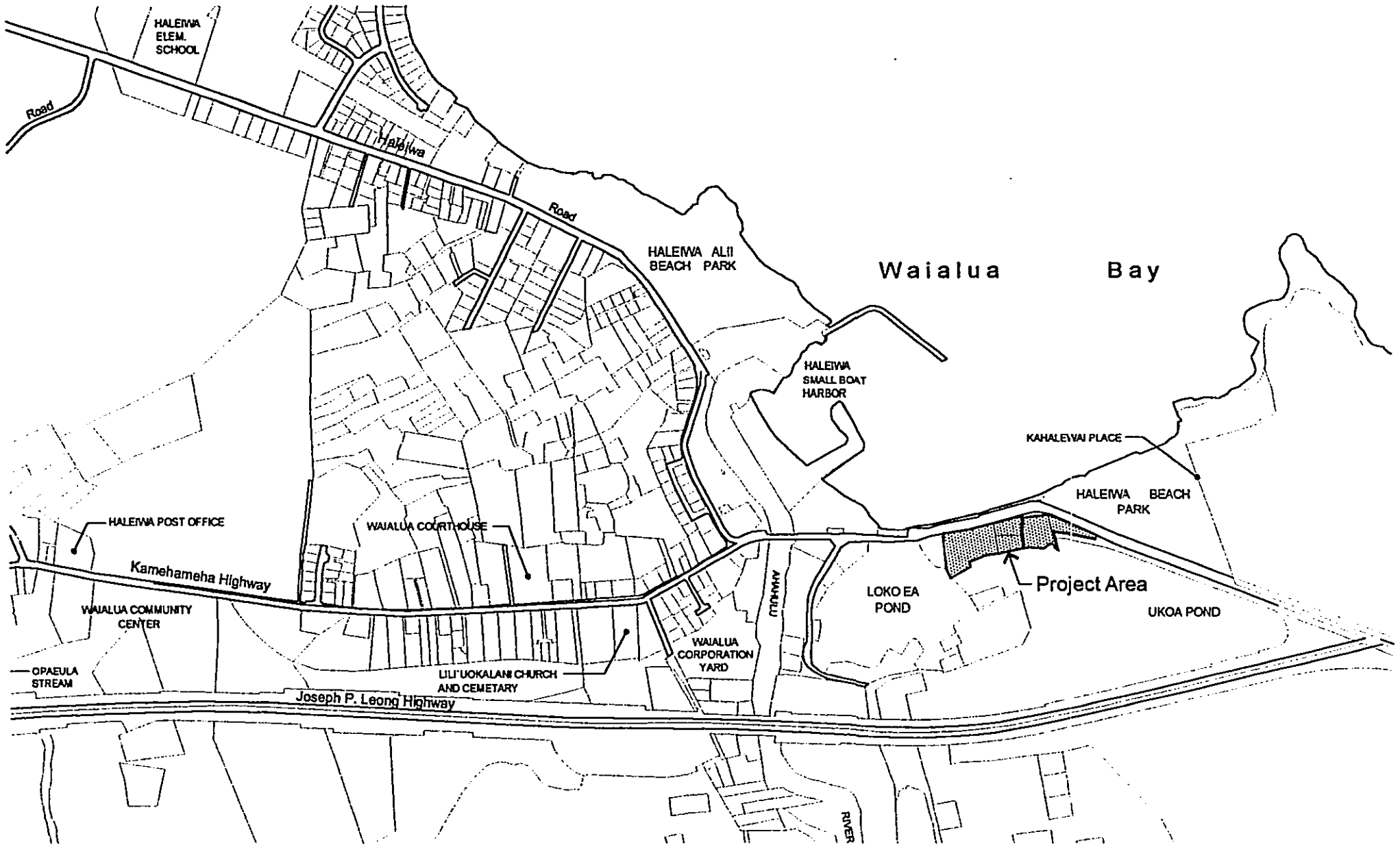
Figure 1
Location Map
Haleiwa Regional Park Skateboard Facility

City & County of Honolulu — Haleiwa, Island of Oahu

NORTH

LINEAL SCALE (FEET)
1000 500 0 500 1000 2000

Gerald Park
Urban Planner
November 2001



Source: City & County GIS Data Base

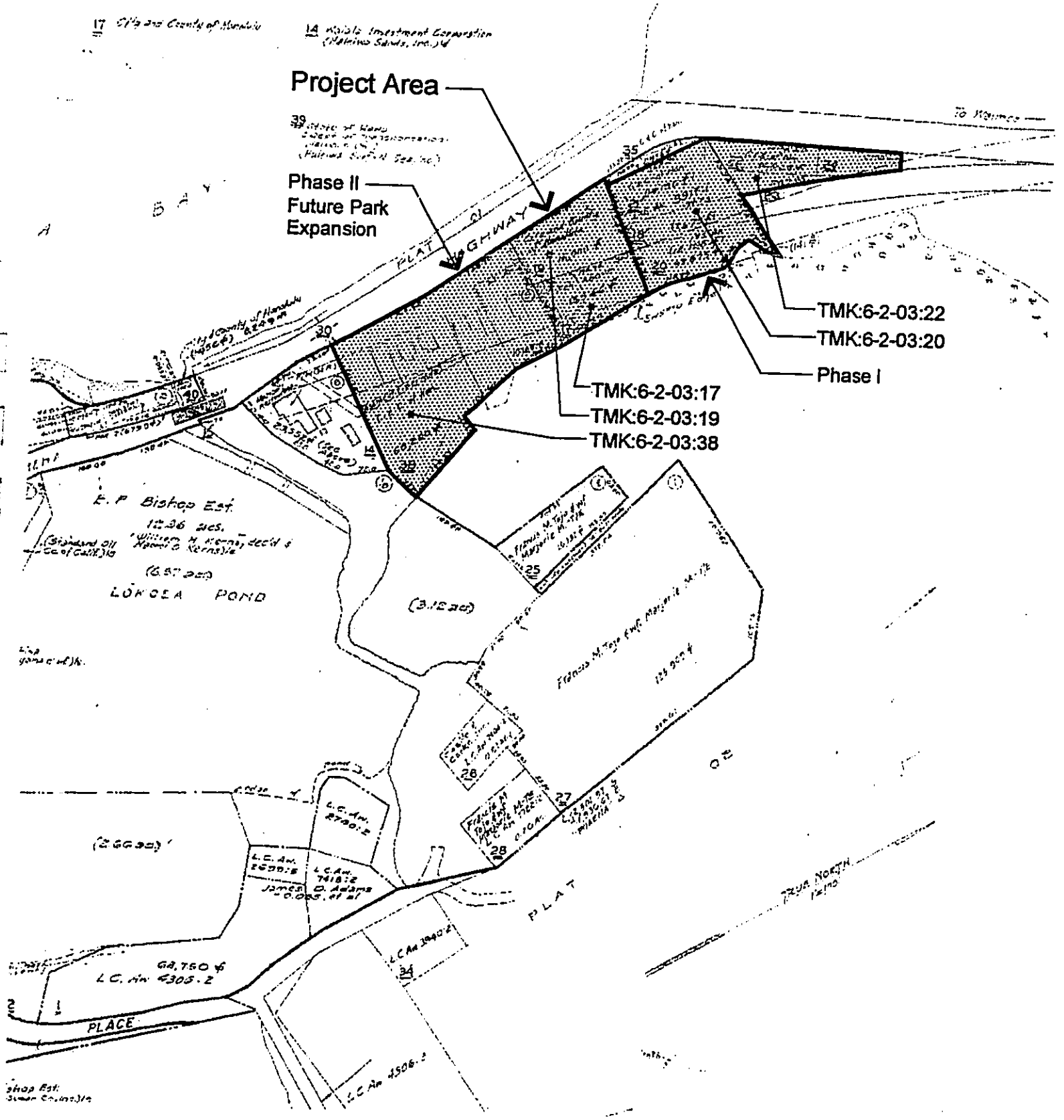
Figure 2
Haleiwa Vicinity Map
Haleiwa Regional Park Skateboard Facility

City & County of Honolulu — Haleiwa, Island of Oahu

NORTH

LINEAL SCALE (FEET)
400 200 0 200 400 800

Gerald Park
Urban Planner
November 2001



FIRST	DIVISION	
ZONE	SEC.	PLAT
6	2	03
CONTAINING		PARCELS
SCALE: 1in. =	100 ft.	

Source: Department of Taxation, Tax Map Bureau

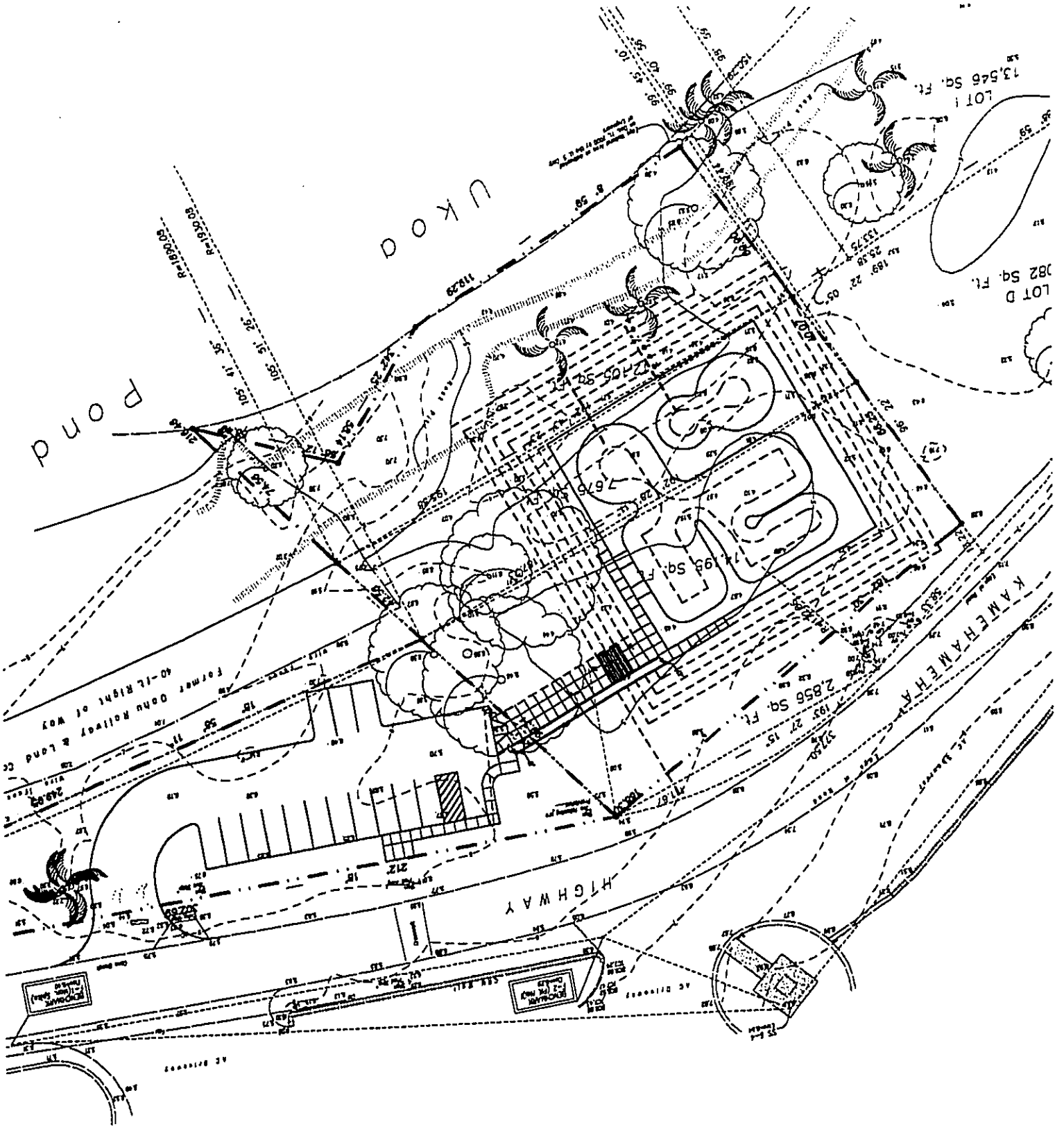
Figure 3
Tax Map Key
Haleiwa Regional Park
Skateboard Facility

City & County of Honolulu — Haleiwa, Island of Oahu

NORTH

LINEAL SCALE (FEET)
100 50 0 50 100 200

Gerald Park
Urban Planner
November 2001



Legend

Property Boundary

Source: Bryce Uyehara Architect, AIA

Figure 4
Site Plan
Haleiwa Regional Park Skateboard Facility

City & County of Honolulu — Haleiwa, Island of Oahu

NORTH

LINEAL SCALE (FEET) 100 50 0 50 100 200

Gerald Park
Urban Planner
November 2001

A. Existing Uses

The two lots are currently vacant and unimproved. Approximately 90% of the lots are covered by vegetation (see discussion on Flora). Portions of both lots were recently bulldozed to facilitate topographical and ground surveys.

B. Climate

Rainfall along this section of the North Shore averages 44 inches per year with half of all rainfall occurring during the winter months. Temperatures are indicative of Hawaii's semi-tropical climate with temperatures averaging 80^0 F (and occasionally reaching into the low 90's during the summer months) with lows in the mid 60-70^0F for most of the year.

C. Topography and Landform

The property is relatively flat with about a one-foot variation in height between Kamehameha Highway and Ukoa Pond. Ground elevation along Kamehameha Highway fronting the larger lot is about 7 feet above mean sea level and 6 feet fronting the smaller lot. From Kamehameha Highway the ground slopes west to east to a low area at 5-feet elevation near the middle of the lot then rises to between 5 to 6 feet along the edge of Ukoa Pond.

D. Soils and Land Type

The Soil Conservation Service (1972) soil map for the area identifies a single soil type---Waialua Silty Clay, 0-3 percent slope---over the property. This soil is used for sugarcane, truck crops, and pasture. The soil is moderately permeable, runoff is slow, and the erosion hazard slight.

E. Flood Hazard

The Flood Insurance Rate Map for the area indicates that the park site is subject to inundation by the 100-year flood and coastal flooding from high waves. The flood elevation is estimated at between 8 to 10 above mean sea level for overland flooding at the mauka half of the property and 10 to 12 feet above mean sea level from coastal flooding at the makai half (Federal Emergency Management Agency, 2000). The park properties are not within the floodway of any stream or river. Flood hazard areas are shown in Figure 5.

F. Water Resources

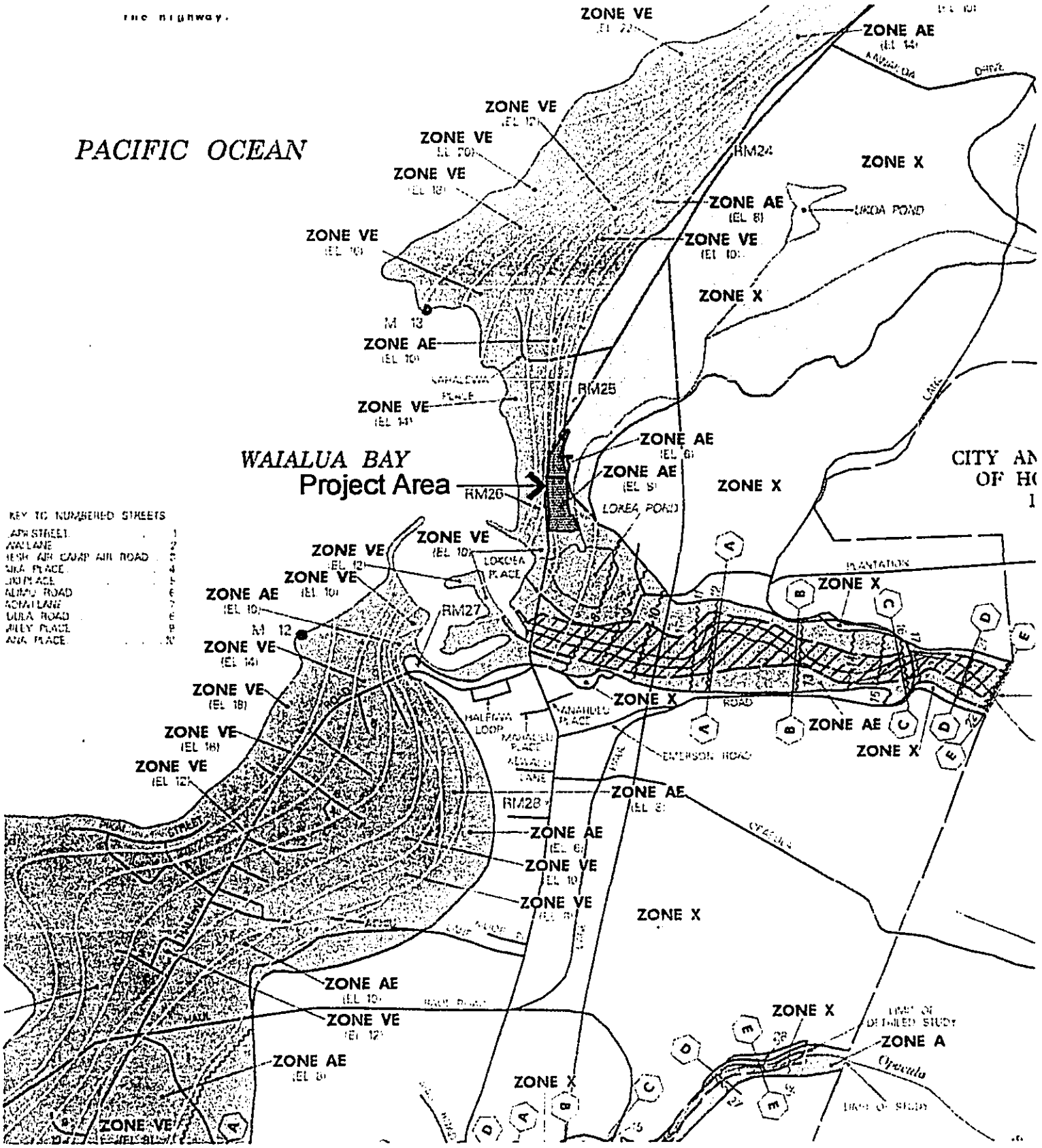
1. Streams

There are no streams or lakes on the property.

2. Wetlands

An environmental survey of the subject properties and adjoining lots was conducted by AECOS, Inc. (2001) for this environmental assessment. Their report is reproduced in Appendix A and sections of the report are excerpted for the discussion on wetlands, water quality, and flora.

the highway.



Legend

- Special Flood Hazard Zone Inundated by 100-Year Flood
  - Zone AE Base Flood Elevation Determined.
  - Zone VE Coastal Flood with Velocity Hazard (Wave Action); Base Flood Elevation Determined.
- Floodway Area in Zone AE
- Zone X Areas Determined to be Within 500-Year with average depth of less than 1 foot.
- Zone X Areas Determined to be Outside 500-Year Floodplain.

Source: Federal Emergency Management Agency
Flood Insurance Rate Map
Map Number 15003C0105E
Date: November 2000.

Figure 5
Flood Insurance Rate Map
Haleiwa Regional Park
Skateboard Facility

City & County of Honolulu — Haleiwa, Island of Oahu

NORTH

LINEAL SCALE (FEET) 600 300 0 300 600 1200

Gerald Park
Urban Planner
November 2001

The subject properties border a wetland, although only small parts of this wetland are located within City and County of Honolulu property. The wetland is part of a formerly much more extensive wetlands around Kawailoa Road north of Haleiwa town. The wetland occurs where springs emerge from bedrock lavas and the water is trapped temporarily on or behind an ancient reef structure (limestone formation) forming part of the coastal plain. The situation is typical for many coastal areas around Oahu. North of Haleiwa, the wetland was, at one time some 1500 m (0.9 mi.) long and up to 300 to 400 m (0.2 mi) across, with an open water area or pond known as Ukoa in the middle. This represents one of the larger coastal wetland features on Oahu. Ukoa is described as shallow (1 to 1.2 m deep) and spring fed (Elliott & Hall, 1977; Shallenberger, 1977). In recent years, only patches of open water remain due to encroachment by vegetation and diversion of the source water. However, the land owner, Kamehameha Schools [Bishop Estate] (KS[BE]) is working with the Nature Conservancy (TNC) and U.S. Fish and Wildlife Service to control predators and expand habitat to protect the Hawaiian stilt *(Himantopus mexicanus knudseni)* and the gallinule *(Gallinula chloropus sandvicensis)*. Plans are underway for restoration of ponds to utilize the area for ecotourism at Ukoa Marsh and KS is planting taro to restore wetlands impacted by the Haleiwa bypass road (DBET, 1997; Environment Hawaii, 1995; SCB, undated).

Formerly there existed an open water channel extending west from Ukoa to another pond known as Loko Ea. This channel still exists, but is choked with vegetation. Loko Ea is a 10-acre inland pond connected to the sea by a short channel and water control gates. Its waters are brackish (Shallenberger, 1977; Maden & Pousen, 1977). The pond is on KS land (TMK: 6-2-03: 002) leased to private individuals and used for aquaculture.

The proposed Haleiwa Park Expansion parcel lies along the makai boundary of the connecting channel between Ukoa Marsh and Loko Ea, just up stream from Loko Ea. The "stream" channel (sometimes refered to as Ukoa Stream) is listed in the State inventory of perennial streams (Hawaii Cooperative Park Service Unit, 1990) as Loko Ea (State ID. No 3-6-09), which means "rising pond" (Pukui, Elbert, & Mookini, 1974).

The stream is presently a long, narrow marsh overgrown with California grass *(Brachaiaria mutica)*, but with much kaluha *(Schoenoplectus sp.)* present. This feature winds between a forest dominated by date palms and kiawe trees, and in the section bordering the park expansion property; Oriental mangrove *(Bruguiera gymnorrhiza)* has a small foothold. Mangrove forests in Hawaii (most on Oahu and Molokai) are dominated by American mangrove *(Rhizophora mangle);* here only the Oriental mangrove was observed. Both species are introduced (non-native) plants. Spread of the mangrove is presently limited by tall marsh vegetation that does not permit mangrove seedlings from being carried away on the tide (usual method of dispersion).

G. Water Quality

Samples of water from several points in the wetland were collected on April 20, 2001 (AECOS, Inc.) and analyzed for basic water quality parameters. The sampling locations were as follows: Station 1--water issuing from a spring beneath the Haleiwa Bypass Highway bridge (southeast corner); Station 2--water in the middle of the marsh opposite the grove of Oriental mangrove (roughly opposite the center of the project); Station 3--water flowing out of Loko Ea just above the Kamehameha Highway bridge in Haleiwa Town. Results of the water quality analyses are presented in Table 1.

The analyses show that water issuing from a small spring at the southern end of Ukoa wetland (Station 1) is cool, clear, and slightly brackish. The water is well oxygenated (***Dissolved Oxygen*** (DO) close to saturation) and high in soluble nutrients (nitrates and phosphates). The nitrate content, in particular, is substantial, perhaps reflecting on agriculture inputs further upslope. This water, combined with water from other springs entering Ukoa wetland, moves slowly southwestward towards Loko Ea.

Table 1. Water Quality Characteristics of the Marsh Between 'Uko'a Marsh and Loko Ea, Near Hale'iwa, O'ahu, April 20, 2001

04-20-01	Time	Temp. (°C)	pH	DO (mg/l)	DO Sat. (%)	Salinity (o/oo)	Turbidity (ntu)
Station 1	14:20	22.0	6.9	7.80	91	3	0.40
Station 2	13:45	23.3	6.7	0.64	8	5	2.68
Station 3	14:00	25.5	7.3	7.66	97	5	6.13

		TSS (mg/l)	Ammonia (µN/l)	Nitrate + nitrite (µN/l)	Total N (µN/l)	Ortho-P (µP/l)	Total P (µP/l)
Station 1	14:20	0.5	<1	2870	2870	--	181
Station 2	13:45	9.8	320	6	548	--	250
Station 3	14:00	12	69	1070	1220	--	139

Source: AECOS, 2001.

Water sampled in the middle of the marsh representing this flow past the project site (Station 2) was found to be slightly brackish and stagnant, having a very low DO. Nutrient content was relatively low compared with the water at Station 1. The stagnant conditions and low nutrients indicate that emergent plant growth of (mostly) California grass and bulrushes is clogging the waterway, taking up nutrients (i.e. plant fertilizers) and preventing oxygen exchange with the atmosphere. Bacterial growth, decomposing the abundant dead plant matter, uses up most of the available dissolved oxygen, and minimal alga growth is supported beneath the cover of emergent plants. The phosphorus content is higher in this sample than that from upstream perhaps because cattle waste is contributing phosphorus to the system in excess to the needs of the plants or particulates in the sample are mostly degraded plant matter (organic). The dominant form of soluble nitrogen is ammonia, reflecting to essentially anoxic conditions in the water in this part of the marsh.

The sample of water exiting the system below (or beside) Loko Ea (Station 3) is warmed, slightly brackish (some salinity as the water at Station 2), well oxygenated, and somewhat turbid. Nutrient content is high, but more similar to Station 1 than Station 2. The exact relationship between this water flowing beside Loko Ea into Waialua Bay and outflow from the marsh upstream is uncertain, but water quality values suggest that the Station 3 sample represents water that has resided for a time in Loko Ea. It is also possible that the Station 2 sample is not the "main" flow through the marsh beside the project area, although no open area of flow exists in this area.

H. Flora

A botanical survey identified a total of 62 species of flowering plants (a species list is found in Appendix A) from the properties or lands immediately adjacent (including the wetland). Of these 62 species, 4 are considered as native: either early Polynesian introductions or indigenous species found in Hawaii and elsewhere (usually elsewhere in the Pacific). The four natives are coconut palm, milo, naupaka, and bulrush. No endemic species---species occurring naturally nowhere else in the world---

were noted to be growing here and all of the native species recorded are common species. The percentage of natives (6%) is not unusual for lowland areas on Oahu, where most site surveys yield between 9 and 12% natives.

No plant (or animal) species listed as endangered, threatened, proposed or candidate species by the U.S. Fish and Wildlife Service under the Endangered Species Act of 1973, as amended (ESA), or the State of Hawaii under its endangered species program (CFR, 1999; Federal Register, 1999; DLNR, 1998a) were detected during the course of the biological site survey. None is anticipated to utilize the subject property, with the exception of Black-crowned night heron *(Nycticorax nycticoras hoactli)*, an indigenous resident water bird protected by State law (DLNR, 1998b). These birds are likely to be found around the marsh bordering the property roosting in trees bordering the marsh, and perhaps feeding in open water area at nearby Loko Ea and Ukoa Pond.

I. Fauna

No wildlife was observed at the time of our field survey. More than likely, mongoose and various species of rats browse or have established habitats on-site.

Common lowland birds found in the project area include mynah (Acridotheres tristis), cardinal (Richmondena cardinalis and Paroaria coronata), dove (Streptopelia chinensis and Geopelia striata), house finches (Carpodacus mexicanus frontalis), and English sparrow (Passer domesticus).

Three species of endangered waterbirds, the Hawaiian gallinule (Gallinula chloropus sandvicensis), Hawaiian coot (Fulica americana alae), and Hawaiian stilt (Himantopus himantopus knudseni) are known to frequent the Uko'a Pond. The Hawaiian duck or koloa (Anas wyvilliana), the fourth endangered waterbird species found in Hawaii, may occasionally visit the marsh. The Hawaiian coots and Hawaiian stilts utilize the marsh primarily as a feeding area but the coots may also nest there on occasion.

The pueo, or Hawaiian owl (Asio flammeus sandwichensis), another endangered species, has been seen flying over the marsh.

J. Archaeological Features

An archaeological inventory survey was conducted by Cultural Surveys Hawaii (2001) following recommendation by the State Historic Preservation Division, Department of Land and Natural Resources. Three archaeological features were located within the project area boundaries. Excerpts from the inventory survey report are presented below.

State Site 50-80-04-5791 is a section of the O.R. & L. railroad alignment. The discernible remnant of the railroad bed is a raised berm approximately 58 m. long and ranging in height from 0.6 m to 1.2 m. No evidence of the berm was observed in the open lawn portion of the project area which is closes to Jameson's By the Sea Restaurant. The rail bed is visible as a slightly raised and level area extending north outside of the present project area.

The berm portion was built to cross the low, soft soil area in the central portion of the study parcel. The top of the berm, in sections visible, is leveled with coral blocks, probably quarried from nearby sources. Recent bulldozing has pushed debris on top of the berm. In other areas, vegetation (i.e. date palms, etc.) obscures the site remnant.

The O.R. & L. berm is a discontinuous segment of the railroad, which used to extend from Honolulu to Kahuku. Kamehameha Highway and Haleiwa Harbor construction have obliterated the segment

south of the project area. North of the project area the O.R.&L. right-of-way is visible, partially defined on the Kamehameha Highway side by a barbed wire fence for approximately 50 m. before it becomes discontinued due to construction of the modern road shoulder of the highway. Site -5915, the large rock structure, within and also extending north outside the project area is interpreted as a related feature, probably for water tank facilities.

State Site 50-80-04-5915 is a large rock pile which has a number of different structural components including sections that are bi-faced walls, platform, mound, and retaining wall. The site is constructed of angular basalt boulders which were imported to this location.

The structure measures roughly 138 m. long by a maximum 16 m. wide. The wall segments of the site are at the southern end where it is bi-faced and separates Ukoa Pond mud flats from the more sandy deposits where the former residential and commercial (i.e. Jerry's Sweet Shop) used to be, and a short bi-faced wall segment topped with barbed wire.

The mounded or platform portion extends northward out of the project area, with the section outside measuring approximately 52 m. long and up to 13 m. wide. The faced retaining wall portion of the site (also outside the project area) faces east toward Ukoa Pond drainage way. The retaining wall of the angular basalt boulders faces up an uneven section of the coral ledge that delineates the edge of Ukoa Pond drainage way mudflats. The retaining wall measures roughly 8.5 m. long by a maximum 1.75 m. high. The faced section probably indicates where the tanks, and presumably, water pumping apparatus were located.

Based on proximity to the O.R. & L. line, presumed quarried, basalt material, historic maps which depict "tanks" at the location of Site -5915, and construction style, Site -5915 is interpreted as an historic construction related to the O.R. & L. railroad. It is quite possible the structure was for water tank(s) foundation, with water being pumped from the adjacent Ukoa Pond drainage way, to supply the O.R. & L. trains. The bi-faced wall sections appear to be later modifications or use of excess rocks to delineate property boundaries, separating former house lots of the project area from cattle pasturage (i.e. Diamond C Ranch) to the north and Ukoa Pond to the east.

State Site 50-80-04-5916 is a subsurface, presumably, prehistoric/historic cultural layer that was exposed in Trenches 3-8. The site consists of a buried A-horizon that contains the cultural remains of historic habitation and dispersed charcoal flecking suggesting pre-contact habitation as well. No structural remains, such as stone alignments, were located within the trenches. The cultural layer is generally 15 to 50 cm below surface, with some intrusive features extending to a depth of 1 m. below surface. The site's geographic extent is confined to the southern portion of the project area where calcareous beach sand and other sediments are found. The site may extend further south along the coastline to Loko ea Pond.

K. Land Use Controls

The project area is classified Urban by the State Land Use Commission, general planned Rural, designated Park on the North Shore *Sustainable* Communities Land Use Map, and zoned P-2 General Preservation.

The proposed Haleiwa Regional Park Skateboard Facility is defined as a "public use". Public uses and structures are a permitted use in the P-2 zoning district (Land Use Ordinance, Table 21.3).

According to the Coastal View Study (Department of Land Utilization, 1987), "[T]the visual quality of Haleiwa is based primarily on the unity demonstrated between its natural/agricultural landscape and the structures and buildings making up its manmade environments. The unity is exemplified through a

deliberate architectural style, height and signage controls, and other conscious measures aimed at preserving and enhancing the visual character of the area. The visual quality of Haleiwa is most apparent along stretches of Haleiwa Road and Kamehameha Highway where significant sites, buildings of historic significance and coastal views can be seen."

Important roadway views include "continuous makai views along Haleiwa Road into Haleiwa Alii Park, Haleiwa Boat Harbor and Haleiwa Beach Park. Continuous mauka views along Kamehameha Highway of Anahulu Stream and Lokoea Pond." The Study identifies land mauka of Kamehameha Highway from Anahulu River north to Kawailoa Beach as important for its landscaping and open space.

The project is located within the County delineated Special Management Area. A Special Management Area Use Permit will be required prior to developing the skateboard facility.

Haleiwa was designated a Special District by ordinance (Ordinance No. 89-52) in May 1984 "to preserve and enhance its plantation era character. By designating the town a special district, it is intended that the character of future developments be compatible with that of the existing community (Land Use Ordinance, 1999)". The objectives of the Haleiwa Special District are posited in nine objectives prescribing desired actions to preserve, enhance, restore, retain, and improve the rural, low-rise, open space, significant physical features, views, and heavily traveled areas.

The facility is located within the boundaries of the Haleiwa Special District and a Special District Permit will be required prior to construction. ***The Department of Planning and Permitting has informed the Department of Design and Construction that a Special District Minor Permit will be required prior to constructing the project (Comment Letter).***

L. Public Facilities

Kamehameha Highway, a two-lane undivided [state] ***County (Department of Transportation Services Comment)*** highway bounds the property on the west. Its 24-foot wide paved surface lies within a 50-foot right-of-way where is passes the park. The highway is without curbs, gutters, and sidewalks fronting the project site and Haleiwa Regional Park. The posted speed limit is 35 mph.

Board of Water Supply transmission mains includes a 16-inch and 6-inch line in Kamehameha Highway. A section of the 6-inch line (approximately 500LF) may be within the boundaries of the proposed skateboard facility.

Hawaiian Electric Company supplies electrical power from overhead distribution lines along the mauka side of Kamehameha Highway. Telephone and cable TV distribution lines share the same utility poles with Hawaiian Electric Company.

There is no municipal sewerage system in Haleiwa. Domestic wastewater is disposed of in individual wastewater systems or private treatment systems.

M. Parks

Haleiwa Beach Park is the only developed regional park in the project area. In addition to a white sand beach partially protected by a breakwater at Haleiwa Small Boat Harbor, the 15.7 acre park includes a bathhouse/pavilion, concession stand, outdoor showers, basketball and volleyball courts, a softball/soccer field, and an open field for soccer (Department of Parks and Recreation, 1997). Owned and maintained by the City and County of Honolulu it serves as a popular beach for locals and visitors. In addition to its recreation use, island-wide and community festivals are held annually at the park.

To the north of Haleiwa Beach Park, approximately 144-acres of vacant land has been proposed for development of a private beach park and campground. The proposed Puaena Camp acre would be located makai of Kamehameha Highway generally between Kahalewai Place and further north of Kawailoa Road. The Puaena Community Use and Access Plan (October, 2000) provides a private activity (camping) interacting with and supporting public activities on private land. Approximately 55 acres has been designated for specified public uses and open space. The developer (Campers Villages, LLC) asserts that "[T]the result will be a private park open to the public without the requirement of public funds for the acquisition and maintenance of the park."

N. Protective Services

Fire protection originates from the Haleiwa Fire Station located on Haleiwa Road about 1 mile to the south of Haleiwa Beach Park. If required, the fire apparatus and fire fighting personnel stationed at the ***Sunset Beach Fire Station (Rene Mansho Comment Letter),*** Kahuku Fire Station or Wahiawa Fire Station can be called for back up.

Police protection originates from the Wahiawa Police Station located in Central Oahu. There is no police substation on the North Shore.

SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MEASURES TO MITIGATE ADVERSE EFFECTS 3

A. Assessment Process

The scope of the project was discussed with planners of the Department of Design and Construction, the consulting architect, and others comprising the design team. State and County agencies were consulted for information relative to their jurisdiction, expertise, and areas of concern. Time was spent in the field noting site conditions and conditions in the vicinity of the proposed park. From the discussions and field investigations, existing conditions and features that could be affected by or affect the project were identified. These influencing conditions are:

- The skateboard facility borders on a channel connecting Ukoa Pond on the north and Loko Ea on the south;
- Historic features on the property include a remnant section of the former O.R. & L. railroad and a raised basalt boulder structure interpreted to be a foundation for an above ground water tank associated with the O.R.&L. railroad line;
- There are no rare, threatened, or endangered flora on the property;
- The property is located in a 100-year flood hazard area and coastal high hazard district;
- A homeless individual resides (or resided) on the property; and
- Water and power systems are available to the project site.

B. Short-term Impacts

1. Air Quality

Construction will temporarily affect air quality and the acoustical environment. Grubbing, grading, trenching, stockpiling, backfilling and other soil (or sand) moving activities will raise fugitive dust at the construction site which can settle in adjoining areas. Windy conditions coupled with exposed soil can pose severe dust and erosion problems. The general contractor will employ on and off-site dust control measures to prevent work sites from becoming significant dust generators. Control measures shall comply with Chapter 60.1, Air Pollution Control, Title 11, State Department of Health (and revisions thereto).

Most construction equipment and vehicles are diesel powered and emit exhaust emissions typically high in nitrogen dioxide and low in carbon monoxide. The Federal and State nitrogen dioxide standard ---100mg/m^3 per annum---which is an annual standard, is not likely to be exceeded during construction. Carbon dioxide emissions should be less than that generated by automobile traffic on adjoining streets. Aldehyde odors from diesel equipment may be detected but should be dispersed by the prevailing winds.

2. Noise

Like fugitive dust, construction noise cannot be avoided. The park site is bounded by agricultural and recreational uses. Exposure to noise will vary by construction phase, the duration of each phase, and the type of equipment used during the different phases. Maximum sound levels in the range of 82-96 db(A) measured at 50 feet from the source would be generated by heavy machinery during the site work phase. After site work is completed, reductions in sound levels, frequency, and duration can be expected during actual construction of the skateboard facility, parking lot, and access driveway.

Community Noise Control regulations establish maximum permissible sound levels for construction activities occurring within "acoustical" zoning districts. Based on the preservation zoning of the area, the project is considered to be located in the Class A zoning district for noise control purposes. The maximum permissible daytime sound level in the district is 55 dBA all day (Chapter 46, Community Noise Control, 1996).

In general, construction activities cannot exceed the permissible noise levels for more than ten percent of the time within any twenty-minute period except by permit or variance. Any noise source that emits noise levels in excess of the maximum permissible sound levels cannot be operated without first obtaining a noise permit from the State Department of Health. Although the permit does not attenuate noise per se it regulates the hours during which excessive noise is allowed.

The general contractor will be responsible for obtaining and complying with conditions attached to the permit. Work will be scheduled between the hours of 8:00 AM to 3:30 PM Mondays through Fridays. The contractor will also ensure that construction equipment with motors is properly equipped with mufflers in good operating condition.

3. Erosion

Site work will expose soil thus creating opportunities for erosion (fugitive dust and suspended sediment in runoff). Grubbing, grading, and stockpiling of excavated or imported material will be performed in accordance with the erosion control ordinance of the City and County of Honolulu, grading plans approved by the Department of Planning and Permitting, City and County of Honolulu, and Best Management Practices (BMPs) for erosion and sediment control during construction. It is anticipated that silt fences will be erected around the construction site with special attention paid to areas bordering Ukoa Pond.

4. Archaeological Features

Potential impacts and mitigating measures are presented in the form of recommendations of the consulting archaeologist (Cultural Surveys Hawaii, 2001). State Site 50-80-04-5791, the right-of-way for the former O.R. & L. railroad is physically detectable within the project area in form of a berm. The historical information for this site, at least within the project area, is available from historic maps and photographs, written accounts, and the recollections of long-time North Shore residents. Data recovery is recommended to ascertain and document construction styles and techniques. Based on existing plans for the skateboard facility, the railroad berm would need to be removed to allow for the skateboard structure to be built. It is anticipated that during demolition, a cross section profile and associated photographic documentation would be undertaken as a form of data collection.

State Site 50-80-04-5915 is the mechanically hewn basalt boulder structure which extends north outside the project area. This site has been modified in areas to build property boundaries and other features. This site is recommended for preservation based on the fact that the proposed skateboard facility will not directly affect the site.

No further work is recommended for State Site 50-80-04-5916, the cultural layer exposed during the excavation of backhoe trenches 3-8. The trenches have been properly documented, profiles of each trench have recorded, and photographs taken of each. This subsurface deposit should not be affected by skate park construction.

Should excavation unearth new subsurface archaeological sites, artifacts, or cultural deposits, work in the immediate area will cease and historic authorities notified for proper disposition of the finds.

5. Flora

Development of the subject parcels to park use will not result in the loss of any valuable natural resources. Several of the larger trees (especially the monkeypods) on the properties will be retained and incorporated into the park.

6. Water Quality

The water quality of the marsh bordering the project is generally quite poor. High nutrients coming in to the system are promoting choking plant growth. The source of the nigh nutrients appears to be the groundwater feeding the wetlands. Thus, while the practice of allowing cattle access to the wetlands in the upstream area (Ukoa Marsh) should be discouraged, their removal will not necessarily result in any improvement in water quality downstream. Poor water quality conditions in the marsh opposite the proposed park expansion encourage mosquitoes to breed in the few areas of open water that lie scattered about the clogged channel. The low oxygen content (anoxic conditions) contributes to odors and prevents development of an aquatic assemblage that would generally exclude mosquitoes from these waters. Unless improvements to the adjacent wetland can be implemented, the marsh in its current state will be a very poor neighbor to a public use area.

7. Circulation and Traffic

Construction notices will be posted to alert motorists of construction in the Kamehameha Highway right-of-way and flagmen will be posted to marshal vehicles around excavations in the roadway. One traffic lane will be kept open at all times to minimize inconveniences caused by construction. Trench areas and road sections affected by construction will be restored to pre-construction condition or better. Open trenches will be covered with steel plates at the end of each working day and safety devices posted during night hours.

Construction vehicles hauling men and material will contribute to traffic on Kamehameha Highway. Material deliveries will be scheduled to minimize impacts on local traffic.

C. Long-term Impacts

1. Recreation Resources

Development of the 1.1 acre Haleiwa Beach Park Skateboard facility will increase the number and acreage of improved parks on the North Shore and in the City and County of Honolulu and open up a heretofore vacant and undeveloped public park site. It is also the second skateboard facility planned for the North Shore (the other is at Banzai Rock Support Park near Ehukai Beach Park).

City planners and the community identified Haleiwa Beach Park Mauka as the preferred site for a proposed skating facility (Department of Planning and Permitting, 1999). The development thus is consistent with city plans and community preference for the area and will contribute to recreation facilities and opportunities on the North Shore.

The planned skateboard park supports the overall general recreation policy and guideline in the North Shore Sustainable Communities Plan to "provide additional parks and facilities". The fact that there are limited facilities for the youth of the region (and no skateboarding facilities) and in recognition of the need to provide for their recreational needs, the project also supports the policy "to provide more youth activities, programs, and facilities on the North Shore." In accomplishing these objectives, it is anticipated that this facility will attract skateboarders of all ages to test their individual skills and, as such, the facility will be contributing positive recreation benefits to the region and the County.

The project is not proposed on or fronting Haleiwa Beach Park thus it will neither affect recreational use of the beach and shoreline nor preclude access to the beach and shoreline.

2. Scenic and Open Space Resources

Development of Haleiwa Beach Park Skateboard Facility should not adversely affect visual resources identified on city plans for the Haleiwa area. The Coastal View Study (Department of Land Utilization, 1987) does not identify any significant stationary view areas in the vicinity of the facility. The Study, however, identifies significant roadway views in the North Shore Viewshed Sunset Section to include "intermittent makai views from Kamehameha Highway. Views also include important open space (agriculture) and landscape features (ironwood trees)."

To emphasize the importance of mauka views to the community, the North Shore *Sustainable* Communities Plan identifies "Mauka views of the Koolau Mountains and Pali along Kamehameha Highway from Haleiwa to Waialee" as an important scenic resource. Overgrown and untended scrub vegetation will be grubbed thus improving the appearance and utility of the premises and opening up views in the direction of Ukoa Pond and upland areas.

3. Coastal Ecosystems

The project is not proposed in an area of open waters, potential fisheries and fishing grounds, and wildlife habitats. There are no wetlands, perennial streams, lakes, or other bodies of water comprising coastal ecosystems on the premises.

4. Coastal Hazards

The property is located within the 100-year flood hazard area and ***appears to be located in the*** coastal high hazard area delineated for this section of the North Shore. ***If the proposed design encroaches into the VE zone, it will redesigned to eliminate the encroachment. This issue will be addressed during the design development stage with our civil engineer (Response to Department of Planning and Permitting Comment).***

The proposed improvements are not expected to have any measurable impact upon existing drainage conditions within the project area. On-site drainage patterns will be maintained with runoff sheet flowing in the direction of Ukoa Pond.

5. Historic Resources

Three historic sites have been identified on the property. The consulting archaeologists have made recommendations regarding the disposition of each of the sites (See Section 3.B.4). By adhering to the recommendations, the Department of Design and Construction will seek a "no significant effect" determination from the State Historic Preservation Division, Department of Land and Natural Resources. ***The archaeological report, to include recommendations for data recovery from Site - 5791 and preservation of Site 5915 as is, has been accepted by the State Historic Sites Division.***

6. Managing Development

This Environmental Assessment has been prepared to communicate potential short and long term environmental impacts and impacts on shoreline resources.

The environmental assessment process is the first step in obtaining a Special Management Area (SMA) Permit. Because the proposed improvements exceed $125,000 in valuation, the project is

deemed "Major" and a Major SMA Permit will be required. The Department of Planning and Permitting will schedule a public hearing on the project after accepting an application for the SMA Permit. Hearing notices will be published in the local daily newspaper. Adjoining property owners and lessees will be notified by mail as to the time and place of the hearing.
Special Management Area permits are approved by the City Council. This application will be heard before the City Council Zoning Committee and the City Council. In addition, the Council can also schedule a public hearing if warranted. City Council procedures provide ample opportunities for the public to offer comments on the application.

7. Beach Processes and Marine Resources

The project is not proposed on the shoreline of any beach thus there should be no effect on beach processes and marine resources.

8. Operational

The sound of laughter, talking, and skateboards grinding concrete will be audible in adjoining areas at all times that the facility is open and being used. These impacts are unavoidable as they are to be expected from users enjoying a desired and needed recreation facility.

Locating the skateboard structure away from recreational areas makai of Kamehameha Highway and should help to mitigate noise. In addition to distance as a mitigating factor existing noise from vehicles on Kamehameha Highway should further aid in noise attenuation.

Operating hours have not yet been determined. More than likely the operating hours of the park will coincide with similar recreation facilities operated and maintained by the Department of Parks and Recreation, City and County of Honolulu.

Officers of the Honolulu Police Department would have the primary responsibility of routinely patrolling the park and removing violators of park rules and city ordinances.

9. Land Use Controls

The proposed improvements are a permitted use of P-2 zoned land. To make for a more efficient pattern of land use, the Department of Design and Construction ("DDC") will apply for a Conditional Use Permit (Minor) for Joint Development of the affected lots. Joint Development would allow the lots to be treated as one zoning lot. The DDC will also apply for Waivers to the lot size, lot coverage, and yard requirements of the P-2 zoning district.

The two lots are less (1.102 acre) than the minimum lot size (5 acre) for the P-2 zoning district; lot coverage is approximately 17% or greater than the allowable lot coverage (5%); and the berm forming the perimeter of the facility encroaches into the 30-foot front yard and the 15-foot side yard on the south property line. In addition, the parking lot encroaches 20 feet into the front yard setback from the Kamehameha Highway right-of-way (Response to Department of Planning and Permitting Comment).

Joint Development and Waivers (if approved) will not adversely affect existing land use controls for the affected parcels and those lots adjoining the project site.

10. Public Facilities

a. Circulation and Parking

The skateboard facility will attract users to this park and there will be many occasions when the small parking lot will fill. During these times, parking will have to be accommodated elsewhere in the area, such as at Haleiwa Beach Park. [Until such time that other recreation facilities are constructed, parking may take place on vacant land between the proposed project and Jameson's Restaurant parking lot.] ***Parking on the roadway shoulder areas of Kamehameha Highway will not be allowed (Response to Deparment of Transportation Services Comment).***

It is expected that traffic on Kamehameha Highway will slow as vehicles negotiate the congested road, parked vehicles on both sides of the road, and pedestrians. This is not an uncommon occurrence during the winter when storm surf rolls on to the North Shore and residents, visitors, surfers, and photographers clog the beaches and highways to watch surfing, body surfing, or body boarding events or the spectacular ocean waves that rise and crash onto the shore.

A Traffic Impact Assessment will be prepared as part of a Master Plan for the Park. The proposed parking lot should provide for all parking needs for users of the skateboard facility. At this time, the speed and frequency of traffic in the vicinity of the skateboard park do not appear to warrant acceleration/deceleration lanes or left turn pockets as measures for mitigating traffic congestion (Response to Department of Transportation Services Comment).

Skateboarders may also arrive by TheBus . A bus stop is located on Kamehameha Highway on the north end of the property. TheBus might be the principal means for youngsters in the region to access the skateboard park.

b. Water

Water is available and adequate to serve the irrigation requirements for the park.

c. Wastewater

No wastewater facilities are proposed for this phase of construction. Portable toilets may be positioned on-site until such time that a permanent wastewater facility is built. Restroom facilities also are available for use at Haleiwa Beach Park.

ALTERNATIVES TO THE PROPOSED ACTION 4

A. No Action

A "No Action' alternative would preclude the occurrence of all short and long term and beneficial and adverse impacts described in this Assessment. The No Action alternative would forego construction of a public recreation facility and the providing of recreation opportunities and maintain the status quo of the vacant and brush covered land.

AGENCIES AND ORGANIZATIONS CONSULTED IN THE PREPARATION OF THE ENVIRONMENTAL ASSESSMENT

The Draft Environmental Assessment for the Haleiwa Regional Park Skateboard Facility was published in the Office of Environmental Quality Environmental Notice of January 23, 2002 and February 8, 2002. Publication initiated a 30-day public review period ending on February 22, 2002. The Draft Environmental Assessment was mailed to agencies and organizations below. An asterisk * identifies agencies and organizations that submitted written comments during the review period. All comment letters and responses are found in Appendix B.

City and County of Honolulu

*Board of Water Supply
Department of Environmental Services
*Department of Planning and Permitting
*Department of Parks and Recreation Services
Department of Transportation Services
*Police Department
*Fire Department

State of Hawaii

Department of Land and Natural Resources
Historic Preservation Division
Department of Health
Office of Environmental Quality Control
Department of Transportation

US Government

Department of the Interior
US Fish and Wildlife Service
*US Army Corps of Engineers

Other

Hawaiian Electric Company
GTE Hawaiian Telephone Company
North Shore Neighborhood Board No. 27
Haleiwa Main Street
*Councilmember Rene Mansho
Waialua Public Library (Placement)

PERMITS AND APPROVALS

6

Permits and approvals required for the project are indicated below. Additional permits and approvals may be required pending final construction plans.

PERMIT/APPROVAL	AUTHORITY
City and County of Honolulu	
Special Management Area Permit	City Council
Special District [Major] ***Minor*** Permit	Department of Planning and Permitting
Grubbing, Grading, and Stockpiling Permit	Department of Planning and Permitting
Flood Certification	Department of Planning and Permitting
Building Permit for Building, Electrical, Plumbing Sidewalk/Driveway and Demolition Work	Department of Planning and Permitting
Permit to Excavate Public Right-of-Way (Trenching)	Department of Planning and Permitting
Waiver (Various)	Department of Planning and Permitting
Joint Development	Department of Planning and Permitting
Water and Water System Requirements for Developments	Board of Water Supply
State of Hawaii	
Variance From Pollution Controls	Department of Health
NPDES General Permits	Department of Health

Chapter 200 (Environmental Impact Statement Rules) of Title 11, Administrative Rules of the State Department of Health, establishes criteria for determining whether an action may have significant effects on the environment (§11-200-12). The relationship of the proposed project to these criteria is discussed below.

1) **Involves an irrevocable commitment to loss or destruction of any natural or cultural resource;**

   The consulting archaeologists have recommended a data recovery program for the former O.R. and L. rail line segment passing through the project area and preservation for a basalt boulder feature located between the proposed skateboard facility and Ukoa Pond.

2) **Curtails the range of beneficial uses of the environment;**

   The project will not curtail the range of beneficial uses of the environment.

3) **Conflicts with the state's long-term environmental policies or goals and guidelines as expressed in chapter 344, Hawaii Revised Statutes, and any revisions thereof and amendments thereto, court decisions or executive orders;**

   The project does not conflict with long-term environmental policies, goals, and guidelines of the State of Hawaii.

4) **Substantially affects the economic or social welfare of the community or State;**

   The project should not substantially affect the economic or social welfare of the State.

5) **Substantially affects public health;**

   Public health should not be adversely affected by the proposed project.

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

   The proposed project should not result in significant adverse secondary impacts on public facilities.

7) **Involves a substantial degradation of environmental quality;**

   Environmental quality will not be degraded as a result of this project.

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

   The project is not the precursor for a larger action. It is, however, part of on-going capital improvement programs to develop new parks and recreation opportunities for residents of and visitors to the City and County of Honolulu.

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

There are no rare, threatened or endangered flora or fauna on the project site. The endangered Hawaiian Stilt and Hawaiian Gallinule are known to frequent Ukoa Pond to the immediate north of the project area. The Pond should not be affected by the proposed project and hence there also should be no impact on endangered waterbirds frequenting the Pond.

10) Detrimentally affects air or water quality or ambient noise levels;

Ambient air quality will be affected by fugitive dust and combustion emissions but can be controlled by measures stipulated in this Assessment. Construction noise will be pronounced during site preparation work but should diminish during the different construction phases. All construction activities will comply with air quality and noise pollution regulations of the State Department of Health.

11) Affects an environmentally sensitive area such as a flood plain, tsunami zone, erosion prone area, geologically hazardous land, estuary, fresh water, or coastal waters.

The project is proposed in an area prone to overland flooding and coastal high hazard waves.

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

The low-rise, low-density improvements will not significantly affect scenic vistas identified in county plans for the area. Located on the mauka side of Kamehameha Highway, the proposed facility will not obstruct public views of the shoreline from Kamehameha Highway.

13) Requires substantial energy consumption.

The proposed skateboard facility will not be lighted for night use.

Based on the above criteria, the proposed Haleiwa Regional Park Skateboard Facility will not result in significant adverse environmental impacts and an Environmental Impact Statement should not be required.

REFERENCES

AECOS, Inc. 2001. Environmental Survey for a Proposed Park Expansion at Hale'iwa Beach Park (TMK: 6-02-03: 017, 019, 020, 022, 038) in Haleiwa on the North Shore of O'ahu.

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APPENDIX A

Environmental Survey for a Proposed Park Expansion at Hale'iwa Beach Park (*TMK: 6-02-003: 017, 019, 020, 022, 038*) in Haleiwa On the North Shore of O'ahu

Environmental survey for a proposed park expansion at Hale`iwa Beach Park (TMK: 6-2-03: 017, 019, 020, 022, 038) in Haleiwa on the north shore of O`ahu [1]

May 5, 2001

Report No. 970

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Introduction

Hale`iwa Beach Park is a City and County of Honolulu park located along the northeast shore of Waialua Bay on O`ahu at Hale`iwa. The original Northshore beach park has been expanded in recent years to incorporate Puaena Point and future expansion plans propose to incorporate lands directly across Kamehameha Highway from the original park. Property owned by the City & County of Honolulu in this area include parcels 017, 019, 020, 022, and 038 of TMK 6-2-03. This report presents the results of a biological survey of the proposed expansion area encompassing these parcels.

In addition to conducting a biological reconnaissance survey of the property on December 13, 2000, the *AECOS* biologist (Eric Guinther) flagged the approximate wetland boundary along the eastern edge of the property so this boundary could be incorporated into planning maps of the site. This flagging was intended as a rough demarcation of the wetland boundary based primarily upon topography and plants and not as a delineation. Therefore, the indicated boundary is likely to be somewhat conservative, resulting in a line that is on the wetland boundary or on the non-wetland side of the wetland boundary based on wetland delineation methods presented in ACOE (1987).

The vegetation on the property was inventoried to establish that no rare or listed plants existed that might require special consideration during planning or site

[1] Report prepared for Gerald Park Urban Planner for inclusion in an environmental assessment and permit applications for the City & County of Honolulu, Parks Department. This report will become part of the public record.

clearing. Only the several large old monkeypod trees (*Samanea saman*) were noted as being special on this property; And the somewhat unusual occurrence of Oriental mangrove (*Bruguiera gymnorrhiza*) in the adjacent wetland.

The project area was revisited on April 20 and water samples were collected. These analyses were undertaken to characterize the wetland environment found along the southern boundary of the parcels (`Uko`a and Loko Ea). Water quality measurements included salinity (by refractometer), temperature, dissolved oxygen (DO), and pH all made *in situ*. Water collected in appropriate bottles was transported to the *AECOS* laboratory and there analyzed for turbidity, total suspended solids (TSS), ammonia, nitrate + nitrite, total nitrogen, and total phosphorus.

Plant Survey

A plant survey involved walking over all parts of the properties that could be reached and identifying plant species as they were encountered. Notes were taken on a handheld tape recorder and the species encountered are listed in Table 1. Specimens not immediately recognized in the field were either collected for examination in the laboratory or photographed with a digital camera. Species abundances are based upon the scale described at the end of Table 1. Species names generally follow Wagner, Herbst, and Sohmer (1990).

Three different environments were recognized, and the reported relative abundances relate to these three community types: 1) wetland (WET), 2) forest and scrub (FOR), and 3) ruderal (RUD). The wetland community occurs across the back or southeast boundary of the site, with only small areas actually on the properties. The forest occupies the majority of the site. Ruderal communities inhabit disturbed areas and here occur on the lands bordering Kamehameha Highway and the large cleared lot and adjacent disturbed ground at the south end of the site.

A total of 62 species of flowering plants were identified from the properties or lands immediately adjacent (including the wetland). Of these 62 species, no more than 3 are considered as native: either early Polynesian introductions or indigenous species found in Hawaii and elsewhere (usually elsewhere in the Pacific) No endemic species — species occurring naturally nowhere else in the world — were noted to be growing here and all of the native species recorded are common species. The percentage of natives (5 %) is not unusual for lowland areas on O`ahu, where site surveys typically yield between 9 and 12 % natives on undeveloped lands.

Table 1. Checklist of plants found on the Haleiwa Beach Park Expansion site, Haleiwa, O`ahu (north shore).

Species	Common name	Status	ABUNDANCE WET	FOR	RUD
FLOWERING PLANTS					
DICOTYLEDONE					
ACANTHACEAE					
Asystasia gangetica (L.) T. Anderson	Chinese violet	nat.		C	
AIZOACEAE					
Tetragonia tetragonioides (Pall.) Kuntze.	New Zealand spinach	nat.			U
AMARANTHACEAE					
Achyranthes aspera L.		nat.		R	
Alternanthera pungens Kunth	khaki weed	nat.			U
Amaranthus cf. gracilis Desf. ex Poiret		nat.			R
Amaranthus spinosus L.	spiny amaranth	nat.			R
Amaranthus viridis L.	slender amaranth	nat.			U
ASTERACEAE (COMPOSITAE)					
Bidens pilosa L.	beggar's tick	nat.		U	
Calyptocarpus vialis Less.		nat.			A
Crassocephalum crepidiodes (Benth.) S. Moore		nat.			R
Emilia fosbergii Nicolson	Flora's paintbrush	nat.			U
Pluchea indica (L.) Less	Indian fleabane	nat.	AA	A	
Pluchea x fosbergi Cooperr. & Galang		nat.		C	
Pluchea symphytifolia (Mill.) Gillis	sourbush	nat.		C	
Sonchus oleraceus L.	*pualele*, sow thistle	nat.			R
Verbesina enceloides (Cav.) Benth. & Hook.	golden crown-beard	nat.			R
BORAGINACEAE					
Heliotropium procumbens Mill.		nat.			U
CHENOPODIACEA					
Atriplex semibaccata R. Br.	Australian saltbush	nat.		U	U
CLUSIACEAE					
Clusia rosea Jacq.	autograph tree	nat.		R	
COMBRETACEAE					
Terminalia catappa	false kamani	nat.			R
CONVOLVULACEAE					
Convolvulus arvense L.	field bindweed	nat.			R
Merremia aegyptia (L.) Urb.	hairy merremia	nat.		R	
CUCURBITACEAE					
Coccinia grandis (L.) Voigt	scarlet-fruited gourd	nat.		U	R
Momordica charantia L.	balsam apple	nat.		R	
EUPHORBIACEAE					
Chamaesyce hirta (L.) Millsp.	garden spurge	nat.			C
Chamaesyce hypericifolia (L.) Millsp.	graceful spurge	nat.			U
Chamaesyce prostrata (Aiton) Small	prostrate spurge	nat.			R

Table 1 (continued)

Species	Common name	Status	ABUNDANCE		
			WET	FOR	RUD
FABACEAE					
Leucaena leucocephala (Lam.) deWit	*koa haole*	nat.	U	AA	
?Desmodium triflorum (L.) DC	[lacking flwrs]	nat.			R
Samanea saman (Jacq.) Merr.	monkeypod	nat.		U	
GOODENIACEAE					
Scaevola sericea Vahl (seedling)	*naupaka*	**ind.**			R
MALVACEAE					
Abutilon grandifolium (Willd.) Sweet	hairy abutilon	nat.		R	
Malva parviflora L.	cheeseweed	nat.			U
Malvastrum coromandelianum (L.) Garck	false mallow	nat.			C
Sida rhombifolia L.	Cuba jute	nat.			U
Thespesia populnea (L.) Sol. ex Correa	milo	**pol.**	U	C	
MORACEAE					
Ficus macrophylla Desf.	Moreton Bay fig	orn.			R
Ficus microcarpa L. fil.	Chinese banyan	nat.		U	
NYCTAGINACEAE					
Boerhavia coccinea Mill.		nat.			C
Mirabilis jalapa L.	four-o'clock	nat.		U	
PHYTOLACCACEAE					
Rivina humilis L.	coral berry	nat.		C	
POLYGONACEAE					
Antigonon leptopus Hook & Arnott.	Mexican creeper	nat.		U	
Coccoloba uvifera (L.) L.	sea grape	orn.			R
PORTULACACEAE					
Portulaca oleracea L.	pigweed	nat.			R
RHIZOPHORACEAE					
Bruguiera gymnorrhiza (L.) Lam.	Oriental mangrove	nat.	U		
SOLANACEAE					
Lycopersicon esculentum Mill.	cherry tomato	nat.			U
STERCULIACEAE					
Waltheria indica L.	*`uhaloa*	nat.			R
MONOCOTYLEDONES					
ARECACEAE					
Cocos nucifera	*niu*, coconut palm	**pol.**		C	U
Archonophenis cf. *alexandrae*	date palm	nat.		A	
AMARYLLIDACEAE					
Hymenocallis littoralis (Jacq.) Salisb.	spider lily	orn.			R
COMMELINACEAE					
?Tradescantia sp.		nat.			R
CYPERACEAE					
Schoenoplectus californicus (C..A. Mey)Palla	bulrush	nat.?		C	

Table 1 (continued)

Species	Common name	Status	ABUNDANCE		
			WET	FOR	RUD
LILIACEA					
Aloe barbadensis Mill.	aloe	orn.			U
Sansevieria trifasciata Prain	bowstring hemp	orn.			R
POACEAE (GRAMINEAE)					
Brachiaria mutica	California grass	nat.	AA	A	
Cenchrus echinatus L.	sand bur	nat.			R
Chloris barbata (L.) Sw.	swollen fingergrass	nat.		A	A
Cynodon dactylon (L.) Pers.	Bermuda grass	nat.		C	AA
Digitaria insularis	sourgrass	nat.		U	
Eleusine indica (L.) Gartn.	beach wiregrass	nat.			C
Eragrostis sp.	love grass	nat.			R
Panicum maximum Jacq.	Guinea grass	nat.		AA	AA

Legend

Status = distributional status
- end. = endemic; native to Hawaii and found naturally nowhere else.
- ind. = indigenous; native to Hawaii, but not unique to the Hawaiian Islands.
- nat. = naturalized, exotic, plant introduced to the Hawaiian Islands since the arrival of Cook Expedition in 1778, and well-established outside of cultivation.
- orn. = exotic, ornamental; plant not naturalized (not well-established outside of cultivation).
- pol. = Polynesian introduction before 1778.

Abundance = occurrence ratings for plants
- R – Rare - only one or two plants seen.
- U - Uncommon - several to five plants observed.
- O - Occasional - found between five and ten times; not abundant anywhere.
- C - Common - considered an important part of the vegetation and observed numerous times.
- A - Abundant - found in large numbers; may be locally dominant.
- AA - Abundant - abundant and dominant; defining vegetation type.
- P – Present - found outside of study area; abundance not noted.

Abundance for areas:
- WET – in or along margin of wetland (south side of parcel).
- FOR – forest/shrub area to wetland margin
- RUD – cleared or recently disturbed (ruderal) areas such as parking lot and along highway r-o-w.

No plant (or animal) species listed as endangered, threatened, proposed or candidate species by the U.S. Fish and Wildlife Service under the Endangered Species Act of 1973, as amended (ESA), or by the State of Hawai'i under it's endangered species program (CFR, 1999; Federal Register, 1999; DLNR, 1998a) were detected during the course of the biological site survey. None is anticipated to utilize the subject property, with the exception of Black-crowned night heron (*Nycticorax nycticorax hoactli*), an indigenous resident water bird protected by State law (DLNR, 1998b). These birds are likely to be found around the marsh bordering the property, roosting in trees bordering the marsh, and perhaps feeding in open water areas at nearby Loko Ea and `Uko`a Pond.

Wetlands

The subject properties border a wetland, although only small parts of this wetland are located within City & County of Honolulu property (see map). The wetland is part of a formerly much more extensive wetlands around Kawailoa Road north of Haleiwa town. The wetland occurs where springs emerge from bedrock lavas and the water is trapped temporarily on or behind an ancient reef structure (limestone formation) forming part of the coastal plain. This situation is typical for many coastal areas around O`ahu. North of Hale`iwa, the wetland was, at one time some 1500 m (0.9 mi) long and up to 300 to 400 m (0.2 mi) across, with an open water area or pond known as `Uko`a in the middle. This represents one of the larger coastal wetland features on O`ahu. `Uko`a is described as shallow (1 to 1.2 m deep) and spring fed (Elliott & Hall, 1977; Shallenberger, 1977). In recent years, only patches of open water remain due to encroachment by vegetation and diversion of the source water. However, the land owner, Kamehameha Schools Bishop Estate (KSBE) is working with The Nature Conservancy (TNC) and U.S. Fish and Wildlife Service to control predators and expand habitat to protect the Hawaiian stilt (*Himantopus mexicanus knudseni*) and the gallinule (*Gallinula chloropus sandvicensis*). Plans are underway for restoration of ponds to utilize the area for ecotourism at `Uko`a Marsh and KSBE is planting taro to restore wetlands impacted by the Haleiwa bypass road (DBET, 1997; Environment Hawaii, 1995; SCB, undated).

The following description from ESH (1994), presented in Environment Hawaii (1995) describes a small portion of the wetland near the west end:

> The limestone coral ridge which separates the [Haleiwa] By-Pass Road wetland from Ukoa Pond is quite porous. There are small above-ground water ways between the boulders and below-ground seepages from the main pond which provide the water that sustains this small wetland. The wetland consists of some open water ponds surrounded by large, white coral boulder. Within the ponds are patches of kaluha (*Schoenoplectus californicus*). On the slightly higher, wet ground surrounding the open water ponds, the most common plant is sourbush (*Pluchia indica*) and distributed throughout the area there are date palm trees (*Archonophenis alexandrae*). On the limestone ridges, along the northern and southern edges of the wetland, Christmasberry (*Schinus terebinthifolius*) which has developed a tree-like form, and at least two species of ficus trees are common. Although most of the vegetation of the area can be described as introduced weeds, there are at least two species of native plants, `Ae`ae (*Bacopa monnieri*) and `Akulikuli (*Sesuvium portulacastrum*), which are present in very low numbers.

Formerly, there existed an open water channel extending southwest from `Uko`a to another pond known as Loko Ea. This channel still exists, but is choked with

vegetation. Loko Ea is a 10-acre inland pond connected to the sea by a short channel and water control gates. Its waters are brackish (Shallenberger, 1977; Maden & Poulsen, 1977). The pond is on KSBE land (TMK: 6-2-03:002) leased to private individuals and used for aquaculture.

The proposed Haleiwa Park Expansion parcel lies along the makai boundary of the connecting channel between `Uko`a Marsh and Loko Ea, just up stream from Loko Ea. The "stream" channel (sometimes referred to as `Uko`a Stream) is listed in the State inventory of perennial streams (Hawaii Cooperative Park Service Unit. 1990) as Loko Ea (State ID No. 3-6-09), which means "rising pond" (Pukui, Elbert, & Mookini, 1974).

The stream is presently a long, narrow marsh overgrown with California grass (*Brachiaria mutica*), but with much kaluhā (*Schoenoplectus* sp.) present (Figure 1). This feature winds between a forest dominated by date palms and kiawe trees, and in the section bordering the park expansion property, Oriental mangrove (*Bruguiera gymnorrhiza*) has a small foothold. Mangrove forests in Hawai`i (most are on O`ahu and Moloka`i) are dominated by American mangrove (*Rhizophora mangle*); here only the Oriental mangrove was observed. Both species are introduced (non-native) plants. Spread of the mangrove is presently limited by tall marsh vegetation that does not permit mangrove seedlings from being carried away on the tide (usual method of dispersion).

Water Quality

Samples of water from several points in the wetland were collected on Ap[ril 20, 2001 and analyzed for basic water quality parameters. The sampling locations were as follows: Station 1 — water issuing from a spring beneath the Hale`iwa Bypass Highway bridge (southeast corner); Station 2 — water in the middle of the marsh opposite the grove of Oriental mangrove (roughly opposite the center of the project); Station 3 — water flowing out of Loko Ea just above the Kamehameha Highway bridge in Haleiwa Town (Loko Ea Stream on some maps). Results of the water quality analyses are presented in Table 2.

The analyses show that water issuing from a small spring at the southern end of `Uko`a wetland (Station 1) is cool, clear, and slightly brackish. The water is well oxygenated (DO close to saturation) and high in soluble nutrients (nitrates and phosphates). The nitrate content, in particular, is substantial, perhaps reflecting on agriculture inputs further upslope. This water, combined with water from other springs entering `Uko`a wetland, moves slowly southwestward towards Loko Ea. Water sampled in the middle of the marsh representing this flow past the project site (Station 2) was found to be slightly brackish and stagnant, having a very low

DO. Nutrient content was relatively low compared with the water at Station 1. The stagnant conditions and low nutrients indicate that emergent plant growth of (mostly) California grass and bulrushes is clogging the waterway, taking up nutrients (i.e., plant fertilizers) and preventing oxygen exchange with the atmosphere. Bacterial growth, decomposing the abundant dead plant matter, uses up most of the available dissolved oxygen, and minimal alga growth is supported beneath the cover of emergent plants. The phosphorus content is higher in this sample than that from upstream perhaps because cattle waste is contributing phosphorus to the system in excess to the needs of the plants or particulates in the sample are mostly degraded plant matter (organic). The dominant form of soluble nitrogen is ammonia, reflecting to essentially anoxic conditions in the water in this part of the marsh.

Table 2. Water quality characteristics of the marsh between `Uko`a Marsh and Loko Ea, near Hale`iwa, O`ahu, April 20, 2001.

04-20-01	Time	Temp. (°C)	pH	DO (mg/l)	DO Sat. (%)	Salinity (o/oo)	Turbidity (ntu)
Station 1	14:20	22.0	6.9	7.80	91	3	0.40
Station 2	13:45	23.3	6.7	0.64	8	5	2.68
Station 3	14:00	25.5	7.3	7.66	97	5	6.13

		TSS (mg/l)	Ammonia (µg N/l)	Nitrate + nitrite (µg N/l)	Total N (µg N/l)	Ortho-P (µg P/l)	Total P (µg P/l)
Station 1	14:20	0.5	< 1	2870	2870	--	181
Station 2	13:45	9.8	320	6	548	--	250
Station 3	14:00	12	69	1070	1220	--	139

The sample of water exiting the system below (or beside) Loko Ea (Station 3) is warmed, slightly brackish (same salinity as the water at Station 2), well-oxygenated, and somewhat turbid. Nutrient content is high, but more similar to Station 1 than Station 2. The exact relationship between this water flowing beside Loko Ea into Waialua Bay and outflow from the marsh upstream is uncertain, but water quality values suggest that the Station 3 sample represents water that has resided for a time in Loko Ea. It is also possible that our Station 2 sample is not the "main" flow through the marsh beside the project area, although no open area of flow exists in this area.

Discussion

Development of the subject parcels to park use will not result in the loss of any valuable natural resources. Presumably, the larger trees (especially the monkeypods) on the properties would be retained and incorporated into the park. To do otherwise would be to squander an obvious amenity already existing on the site. The eventual relationship between the park and the adjacent wetland is uncertain. Presently, the old Oahu Railroad right-of-way separates the majority of the property from the low-lying wetland. The right-of-way is an elevated strip of soil and large boulders forming a somewhat discontinuous berm across the back of the property. Apparently, when utilized by the railroad, tracks through this area were carried on a causeway in order to remain above the ground that was permanently flooded.

The water quality in the marsh bordering the project is generally quite poor. High nutrients coming in to the system are promoting choking plant growth. Curiously, the source of the high nutrients appears to be the groundwater feeding the wetlands. Thus, while the practice of allowing cattle access to the wetlands in the upstream area (`Uko`a Marsh) should be discouraged, their removal will not necessarily result in any improvement in water quality downstream. Poor water quality conditions in the marsh opposite the proposed park expansion encourage mosquitos to breed in the few areas of open water that lie scattered about the clogged channel. The low oxygen content (anoxic conditions) contributes to odors and prevents development of an aquatic assemblage that would generally exclude mosquitoes from these waters. Unless improvements to the adjacent wetland can be implemented, the marsh in its current state will be a very poor neighbor to a public use area. Implementing the necessary improvements to the marsh will require a cooperative effort on the part of the adjacent land owners and users.

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APPENDIX B

COMMENT LETTERS AND RESPONSES

BENJAMIN J. CAYETANO
GOVERNOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

GENEVIEVE SALMONSON
DIRECTOR

January 16, 2002

Rae Loui, Director
Department of Design & Construction
650 South King Street
Honolulu, Hawaii 96813

Attention: Greg Hee

Dear Ms. Loui:

Subject: Draft Environmental Assessment (EA) for **Haleiwa Regional Park Skateboard Facility**

We have the following comments to offer:

Two-sided pages: In order to reduce bulk and save on paper, we recommend printing on both sides of the pages in the final document.

Cultural impacts assessment: Act 50 was passed by the Legislature in April of 2000. This mandates an assessment of impacts to local cultural practices by the proposed project. In the final EA include such an assessment. For assistance in the preparation refer to our *Guidelines for Assessing Cultural Impacts*. Contact our office for a paper copy or go to our homepage at http://www.state.hi.us/health/oeqc/index.html. You will also find the text of Act 50 linked to this section of our homepage.

Archeological mitigation plan: In the final EA include a letter from the Historic Preservation Division of DLNR indicating "no effect" on resources and/or concurrence with the proposed mitigation plan.

Contacts: Were any contacts made during the pre-consultation phase? If so, document them and include copies of any correspondence in the final EA.

Mitigation measures:

Coastal high hazard area: The draft EA mentions that the site is in such an area. What measures do you propose to reduce hazard to the facility from wave runup?

Noise: Section 3.C.8 notes that traffic may attenuate noise from the skateboard facility. How will this added volume of noise reduce that emanating from the proposed facility? Landscaping should be considered to dampen noise.

Segmentation: Section 1.C states that "Phase II facilities and implementation schedule have not yet been determined." The Environmental Impact Statement law prohibits segmentation of larger projects and requires that full disclosure of impacts be made on projects in their entirety. Provide a full discussion of the two phases of the project, including impacts and mitigation measures.

Water Quality: The abbreviation "DO" appears in section 2.G. This should be defined in the text.

If you have any questions, call Nancy Heinrich at 586-4185.

Sincerely,

GENEVIEVE SALMONSON
Director

c: Gerald Park

GERALD PARK
Urban Planner

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96814-3021

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July 17, 2002

Genevieve Salmonson, Director
Office of Environmental Quality Control
State of Hawaii
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813-2437

Dear Ms. Salmonson:

Subject: Haleiwa Regional Park Skateboard Facility
TMK: 6-2-003: 20, 22
Haleiwa, Waialua District, Oahu

Thank you reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer the following responses to your comments in the order presented.

Two-sided pages

Duplex printing of the Final Environmental Assessment will be considered.

Cultural impacts assessment

A cultural impact assessment was not prepared for the project. The archaeological report prepared for this project by Cultural Surveys Hawaii includes a historical and cultural documentation of the Kawailoa Ahupua'a.

The project is planned on a site designated for park use and will be open to the public. Development of the proposed skateboard facility will not preclude any group that may have conducted their cultural activities on the premises from continuing to use the premises for that purpose.

Archaeological mitigation plan

The State Historic Preservation Division has accepted the archaeological inventory survey report and recommendations for treating the four historical features found on the subject properties. A copy of the accepting letter is attached and will be included in the Final Environmental Assessment.

Contacts

Contacts were made for land use and flood hazard information. The biological and archaeological consultants may have contacted individuals who were believed to possess local knowledge of the project site and adjoining areas.

Mitigation measures:

Coastal high hazard area: No measures are proposed at this time to reduce hazard to the facility from wave runup. During times of coastal hazard alerts, the facility will be closed. The facility will be designed to the flood hazard standards applicable for the flood district.

Noise: It is anticipated that at times traffic noise would "mask" noise emanating from the skateboard facility because noise from passing traffic would be louder than noise from the skateboard facility. It is also recognized that vehicles will not be constantly passing the site and in the absence of traffic sounds associated with skateboarding will be audible in areas adjoining the facility.

Landscaping the perimeter of the facility with trees and shrubs should aid in noise attenuation.

Segmentation

At this time, there is no plan or timetable for developing Phase II of the park. In lieu of a Master Plan for Phase II, it is not possible to assess impacts resulting from unknown facilities. When a Master Plan for Phase II is completed, the Department of Design and Construction will prepare an environmental assessment evaluating both Phase I and II improvements.

Water Quality

DO is an abbreviation for Dissolved Oxygen and will be defined in the text.

Your comments and our responses will be included in the Final Environmental Assessment. Thank you for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

Attachment

c: G. Hee, DDC

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII

STATE OF HAWAII

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

DEPUTIES
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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 3, 2002

LOG NO: 29989
DOC NO: 0205SC13

Mr. Douglas Borthwick
Cultural Surveys Hawai`i, Inc.
733 N. Kalaheo Avenue
Kailua, Hawaii 96734

Dear Mr. Borthwick:

SUBJECT: Chapter 6E-8 Historic Preservation Revised Review Comments on a Report Documenting the Results of Archaeological Inventory Survey at the Proposed North Shore Skateboard Park
Kawailoa, Waialua, O`ahu
TMK: (1)-6-2-003: 017, 019, 020, 022 & 038

Pursuant to telephone discussions between you and Sara Collins of our staff, we wish to provide a revised comment on the subject report (Borthwick et al. 2001. *Archaeological Inventory Survey Report for the Proposed North Shore Skateboard Park, Kawailoa, Waialua, O`ahu Island, Hawai`i [TMK 6-2-3: 17, 19, 20, 22 and 38]*).

We now concur with your determination that Sites 50-80-04 5791 (OR & L), -5915 (historic platform for water tanks), and -5916 (disturbed, subsurface layer with pre-Contact and post-Contact components) are all significant under one or more criteria, and eligible for listing on the Hawaii Register of Historic Places.

You have recommended that no further work be conducted at Site –5916 since sufficient information has been collected during the survey. You have further recommended that data recovery work – including additional photography and documenting a cross-section of the railway berm -- should be carried out at Site –5791. Finally, you have recommended that Site –5915 be preserved "as is," in place.

Consequently, we can now accept the report as final, and await implementation of the recommended mitigation actions. We look forward to receiving a mitigation plan that includes data recovery and preservation components. 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

DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96858-5440

REPLY TO ATTENTION OF

January 23, 2002

Civil Works Technical Branch

received
1-26-02

Mr. Gerald Park
Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814

Dear Mr. Park:

Thank you for the opportunity to review and comment on the Draft Environmental Assessment (DEA) for the Haleiwa Regional Park Skateboard Facility, Kawailoa, Oahu (TMK 6-2-3: 20 and 22). 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 may be required if any construction occurs in the small wetlands on the property. For further information, please contact Mr. William Lennan of our Regulatory Branch at (808) 438-6986 and refer to file number 200200159.

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

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

Sincerely,

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

RENE MANSHO
Councilmember District 1
(808) 547-7001 / Fax 547-7822
cellular 306-1876
e-mail: rmansho@aloha.com

CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813-3065 / TELEPHONE 547-7000

February 1, 2002

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814

received
2.7.02

Aloha Mr. Park,

Subject: Haleiwa Regional Park Skateboard Facility – Draft Environmental Assessment.

After reviewing the Draft Environmental Assessment, I have found two items that need to be reviewed and addressed.

1. Night lighting – part of the reason to re-locate this facility from Haleiwa Alii Beach Park to the Haleiwa Regional Park was to accommodate lighting for night skating until a reasonable time like basketball court lighting at other district parks. (page 1 – B1)

2. Protective Services (page 14 – N.) "fire fighting personnel stationed at the Kahuku and / or Pupukea Fire Station or Wahiawa Fire Station can be called for back up."

Thank you for the opportunity to provide input. I look forward to your response. Please call me or my Senior Advisor, Reed Matsuura at 527-5561, should additional questions or comments arise.

Mahalo nui loa,

Rene Mansho
Chairperson
Customer Services Committee

RM:rhm
(skateboard – hrp)

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July 17, 2002

The Honorable Darralyn Bunda
Honolulu City Council
Honolulu, Hale
Honolulu, Hawaii 96813

Dear Councilmember Bunda:

Former Councilmember Rene Mansbo offered comments to the Draft Environmental Assessment for the Haleiwa Regional Skateboard Facility. We were unable to respond to her letter until now. A copy of our response letter to her is enclosed. Since she is no longer on the Honolulu City Council, we thought the response letter should be forwarded to you for your perusal and disposition.

Should you have any questions, please call me at 942-7484 or Mr. Greg Hee, City Project Manager at 527-6977.

Sincerely,

GERALD PARK URBAN PLANNER

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July 17, 2002

The Honorable Rene Mansho
Honolulu City Council
Honolulu Hale
Honolulu, Hawaii 96813

Dear Councilmember Mansho:

Subject: Haleiwa Regional Park Skateboard Facility
TMK: 6-2-003: 020, 022
Kawailoa, Waialua District, Oahu

Thank you for reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer the following responses to your comments.

1. Lighting for evening use of the facility will be provided if funding is available.

2. The paragraph on fire protection services (p.14, N.) has been revised to read: "fire fighting personnel stationed at the Sunset Beach Fire Station, Kahuku Fire Station, or the Wahiawa Fire Station can be called for back up."

Your comments and our responses will be included in the Final Environmental Assessment. Your participation in the environmental assessment process is appreciated.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: G. Hee, DDC

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
3375 KOAPAKA STREET, SUITE H425 • HONOLULU, HAWAII 96819-1869
TELEPHONE: (808) 831-7761 • FAX: (808) 831-7750 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

ATTILIO K. LEONARDI
FIRE CHIEF

JOHN CLARK
DEPUTY FIRE CHIEF

February 6, 2002

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Subject: Haleiwa Regional Park Skateboard Facility
Tax Map Keys: 6-2-003: 020 and 022
Kawailoa, Waialua District, Oahu

We received your letter dated January 14, 2002, regarding the Environmental Assessment for the Haleiwa Regional Park Skateboard Facility. The proposed project will not have an adverse impact on services provided by the Honolulu Fire Department.

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

Sincerely,

ATTILIO K. LEONARDI
Fire Chief

AKL/SK:jl

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 10TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 523-4182 • FAX: 527-5725 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

WILLIAM D. BALFOUR, JR.
DIRECTOR

EDWARD T. "SKIPPA" DIAZ
DEPUTY DIRECTOR

February 8, 2002

received
2.13.02

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814

Dear Mr. Park:

Subject: Haleiwa Regional Park Skateboard Facility
TMK: 6-2-003: 020, 022
Kawailoa, Waialua District, Oahu

Thank you for the opportunity to review and comment on the Environmental Assessment relating to the Skateboard Facility at Haleiwa Regional Park.

The Department of Parks and Recreation supports the development of this skateboard facility.

Should you have any questions, please contact Mr. John Reid, Planner, at 547-7396

Sincerely,

W. D. Balfour

WILLIAM D. BALFOUR, JR.
Director

WDB:cu (7513)

POLICE DEPARTMENT

CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 529-3111
http://www.honolulupd.org
www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

LEE D. DONOHUE
CHIEF

MICHAEL CARVALHO
ROBERT AU
DEPUTY CHIEFS

OUR REFERENCE CS-KP

February 19, 2002

received
2.22.02

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Thank you for the opportunity to review and comment on the proposed Haleiwa Regional Park Skateboard Facility located in the Waialua District. We have a number of concerns relative to this project.

During the construction phase, there may be dust and noise complaints which will have an impact on the calls for police service to the area. Further, during this same time, we would like to recommend that good security be provided to ensure against anxious skateboarders who want to use the facility before it is completed.

We are primarily concerned about the hazards of left turns being made into and out of the parking areas. After the facility is completed, we are concerned about security problems with vandalism and vehicle break-ins which will cause a negative impact on police services to the area.

If there are any questions, please call Ms. Carol Sodetani of the Support Services Bureau at 529-3658.

Sincerely,

LEE D. DONOHUE
Chief of Police

By
KARL GODSEY
Acting Assistant Chief of Police
Support Services Bureau

Serving and Protecting with Aloha

GERALD PARK
Urban Planner

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geraldparks@aol.com

July 17, 2002

Lee D. Donohue, Chief of Police
Police Department
City and County of Honolulu
801 S. Beretania Street
Honolulu, Hawaii 96813

Dear Chief Donohue:

Subject: Haleiwa Regional Park Skateboard Facility
TMK: 6-2-003: 020, 022
Kawailoa, Waialua District, Oahu

Thank you for reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer the following responses to your comments.

Construction Dust and Noise
The general contractor will adhere to noise and air quality standards of the State of Hawaii and take appropriate measures to mitigate excessive noise and fugitive dust. In addition, the relatively small area to be developed and the absence of adjoining residential dwellings should help to minimize noise and dust complaints.

Security
Your comment about "providing good security to ensure against anxious skateboarders who want to use the facility before it is completed" will be passed on the Department of Design and Construction and Department of Parks and Recreation.

Left Turn Hazard into Parking Area
The driveway to the parking area has been sited to provide adequate sight distance in both directions for vehicles exiting the parking lot. Sight distance is approximately 200 feet in the southerly direction (towards the bend in Kamehameha Highway) and in excess of 200 feet in the northerly direction where the road is straight. In addition, the driveway is aligned across one of the driveways to the beach park which is a desirable intersection configuration.

Vandalism and Vehicle Break-ins
This comment will be included in the Final Environmental Assessment.

Your comments and our responses will be included in the Final Environmental Assessment. Thank you for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: G. Hee, DDC

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET • HONOLULU, HAWAII 96813
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JEREMY HARRIS
MAYOR

RANDALL M. FUJIKI, AIA
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR

2002/ELOG-169(DT)

February 22, 2002

Mr. Gerald Park
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Comments on Draft Environmental Assessment (EA)
Haleiwa Regional Park Skateboard Facility
Tax Map Keys: 6-2-3: 20 and 22

We have reviewed the proposal to construct a skateboard facility and parking lot on the above referenced park. The following are our comments based on a review by various branches of the Department:

Subdivision Branch

1. The applicant should clarify the location of the proposed improvements in relation to existing property lines and the flood boundaries shown on the FIRM.

2. Fill for structural support is not permitted within the VE designated zone. Applicant must verify that the project is outside the VE zone.

If you have any questions regarding these comments, please call Mr. Mario Siu-Li at 523-4247.

Policy Planning Branch

1. The proposed project is consistent with a guideline in Section 3.3.3.1 "Parks, Recreation Areas, and Facilities" of the North Shore *Sustainable* Communities Plan, to develop Aweoweo Park and Haleiwa Beach Park Mauka (commonly

referred to as Haleiwa Regional Park) as community-based parks to expand active recreational facilities for the North Shore residents. Additionally, it states that a skate park is proposed at Haleiwa Beach Park Mauka to accommodate the demand for in-line skating and skateboarding facilities within the region.

2. With regard to the North Shore Public Infrastructure Map, construction of a skateboard facility within the Haleiwa Regional Park site would not be considered major and does not need a PIM amendment.

3. According to Section 3.C.4. Coastal Hazards, page 18 of the DEA, "On-site drainage patterns will be maintained with runoff sheet flowing in the direction of Ukoa Pond." Since the 15-stall parking lot is in close proximity to Ukoa Pond, the design and improvements of this proposed project should minimize runoff into Ukoa Pond, which provides habitat for all four native endangered Hawaiian waterbirds.

4. The location of this site also presents opportunities for an interpretive program about the wetlands of Ukoa Pond and Loko Ea, and the surrounding estuary ecosystem.

5. Provision of a suitable buffer area should be considered between the wetlands and park uses.

Please call Mr. Matt Higashida at 527-6056 if you have any questions regarding these comments.

Traffic Engineering Branch

1. Landscaping and structures in the vicinity of the proposed driveway on Kamehameha Highway should be designed and located such that adequate vehicular sight distance to pedestrians and other vehicles can be provided and maintained. The driveway should be located directly across the driveway that services Haleiwa Beach Park.

2. It was indicated that the park may expand some of its facilities to the mauka side of Kamehameha Highway. If parking for the expanded facility is to be provided, the driveway and parking for the skateboard use should be

designed such that both can share the same driveway location on Kamehameha Highway.

Please call Mr. Mel Hirayama at 523-4119 with any questions regarding these comments.

Urban Design Branch

1. We believe it would be appropriate for the EA to be expanded to include both Phase I & Phase II work.

2. The EA should provide more specifics about why waivers for lot size, lot coverage and yard requirements are needed (i.e., P-2 district requires 5-acre minimum lot size and the consolidated 5 parcels will only be 3.371 acres; etc.)

3. Page 23 of the EA states that a Special District Major permit would be required. This should be corrected to state that the Special District permit would be a 'minor' permit even if Phases I & II are considered together.

4. The EA should describe how visible the facility will be from Kamehameha Highway. No elevations are provided.

5. The EA should clarify whether the proposed removal of the railroad berm would/could require additional review and/or approval from the State Historic Preservation Division.

6. Special district permit applications typically require:

   a) A site plan with property lines & setbacks; parking with dimensions of stalls, aisles, driveway and setbacks from property lines and proposed facility.

   b) Elevation drawing(s) showing existing and proposed finish grades, facility height(s), setbacks of the proposed facility;

   c) Description of materials, exterior finishes and colors;

   d) Description of: whether the facility will impact significant public views and resources; how the facility will comply with Haleiwa Special District design controls including heights, yards, landscaping, off-street parking, and architectural appearance (colors, exterior lighting, fences, railings and walls, and signage as applicable).

   e) Preliminary landscape plan showing proposed landscaping and any exisitng trees 6" or greater in trunk diameter and their proposed disposition.

If you have any questions regarding these comments, please call Ms. Geri Ung at 527-6044.

Zoning Regulations and Permits Branch

1. The lot lines should be shown on the site plan to determine whether a Conditional Use Permit (minor) for joint development or subdivision permit will be required.

2. The proposed facility is within the Special Management Area (SMA). The EA correctly states that a major Special Management Area Use Permit will be required.

3. The EA should provide information on the distance of the skateboard facility to the wetland. The EA should address the types of Best Management Practices which will be implemented during grading and construction.

4. How many cubic yards of fill and/or grading will be done on the site to prepare the area for the facility? Where will the soil be disposed?

5. Page 21 of the EA has only the "No Action" alternative. The EA should explain whether any other alternatives were considered, such as another site for the facility. These alternatives should be mentioned in this section.

Please call Dana Teramoto of our staff at 523-4648 should you have any questions regarding the above comments or if you have additional questions.

Sincerely yours,

Barbara A Moon
for RANDALL K. FUJIKI, AIA
Director of Planning and Permitting

RKF:nt

poese document no. 138508

GERALD PARK
Urban Planner

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96814-3021

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July 17, 2002

Randall K. Fujiki, AIA, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Mr. Fujiki:

Subject: Haleiwa Regional Park Skateboard Facility
TMK: 6-2-003: 20, 22
Haleiwa, Waialua District, Oahu

Thank you reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer the following responses to your comments in the order presented.

Subdivision Branch

1. Figure 4, Site Plan will be revised to show the existing property lines.

2. A portion of the subject parcel appears to be in the VE zone. If the proposed design encroaches into the VE zone, it will redesigned to eliminate the encroachment. This issue will be addressed during the design development stage with our civil engineer.

Policy Planning Branch

1. Response not needed.

2. Response not needed.

3. The berm comprising the old O.R. & L railroad right-of-way through the project site will be removed to allow the siting of the skateboard facility. As recommended by the consulting archaeologists, a data recovery program will be performed prior to construction. Although a section of the right-of-way will be removed, the section between the proposed parking area and the Ukoa Pond should remain intact because it is on adjoining private property. It is anticipated that the berm should act to minimize runoff from the parking lot into Ukoa Pond.

4. Response not needed.

5. The basalt boulder structure lying between the skateboard facility and Ukoa Pond will be preserved. This structure and the railroad berm (Item 3 above) should provide a suitable buffer between the park and parking lot and Ukoa Pond.

Traffic Engineering Branch

1. Sight distance for vehicles exiting the driveway is approximately 200 feet in the southerly direction (towards the bend in Kamehameha Highway) and in excess of 200 feet in the northerly direction where the road is straight.

The driveway will be located directly across the driveway that services Haleiwa Beach Park.

2. Expansion plans for the park have not yet been prepared. Shared use of the proposed skateboard parking lot for future expansion of the park will be considered.

Urban Design Branch

1. A Phase II to the development of Haleiwa Regional Park is anticipated. A Master Plan, however, has not yet been prepared for the remaining three unimproved lots.

2. Waivers would be required for lot size, lot coverage, and yard requirements. The two lots are less (1.102 acre) than the minimum lot size (5 acre) for the P-2 zoning district; lot coverage is approximately 17% or greater than the allowable lot coverage (5%); and the berm forming the perimeter of the facility encroaches into the 30-foot front yard and the 15-foot side yard on the south property line. In addition, the parking lot encroaches 20 feet into the front yard setback from the Kamehameha Highway right-of-way.

3. Thank you for the information concerning the Special District Minor Permit.

4. The top of the facility should stand about 6 feet above existing grade (approximately 5-feet). From Kamehameha Highway, it would appear as a low grass covered mound rising slightly above road grade. Road grade is higher than property grade (falling from 8 feet to 6 feet moving north). Landscaping around the skateboard facility and parking lot may help to "soften" the appearance of the facility but will not completely conceal if from the public eye.

5. The State Historic Preservation Division is reviewing the archaeological inventory survey prepared for the project. The Department of Design and Construction will comply with the recommendations of SHPD that should include the preparation of a data recovery plan to be approved by the SHPD.

6. Thank you for providing the Special District information requirements.

Zoning Regulation and Permits Branch

1. Lot lines will be darkened on the Site Plan.

2. Response not required.

3. Ukoa Pond is approximately 40-feet from the base of the earthen berm forming the skateboard facility. The facility itself is about 65 feet from the edge of Ukoa Pond.

4. Approximately 910 CY of fill material would be required to create the landscape berm around the skateboard facility. No cut is planned.

5. The "No Action" alternative was the only alternative considered. Other sites were not considered primarily because this site was identified as the site for a skateboard and in-line skating facility in the North Shore *Sustainable* Communities Plan.

Your comments and our responses will be included in the Final Environmental Assessment. Thank you for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: G. Hee, DDC

BOARD OF WATER SUPPLY

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

February 19, 2002

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

received
2.27.02

Dear Mr. Park:

Subject: Your Transmittal of January 14, 2002 of the Draft Environmental Assessment for the Haleiwa Regional Park Skateboard Facility, Waialua, TMK: 6-2-03: 17, 19, 20, 22, 38

Thank you for the opportunity to review the subject document for the proposed skateboard facility and park improvement project.

We have the following comments to offer:

1. A review of the water system has confirmed that a BWS 6-inch water main lies within the park property. The City will therefore have to enter into an agreement with the BWS addressing access, maintenance and liability for the pipeline. Alternatives to the agreement would be for the City to relocate or accept liability for any claims for loss or damage associated with the pipeline.
2. The construction plans should be submitted for our review and approval.
3. The existing off-site water system is presently adequate to accommodate the proposed project.
4. 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 the applicable Water System Facilities Charges for resource development, transmission and daily storage.
5. There is one inactive water service for TMK: 6-2-03: 19 that was ordered off in 1981. We have no records of any water service to TMK: 6-2-03: 17, 20, 22, and 38.

6. If a three-inch or larger water meter is required, the construction drawings showing the installation of the meter should also be submitted for our review and approval.
7. The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.
8. The proposed project is subject to Board of Water Supply cross-connection control requirements prior to the issuance of the Building Permit Application.

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

Very truly yours,

CLIFFORD S. JAMILE
For Manager and Chief Engineer

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
PACIFIC PARK PLAZA • 711 KAPIOLANI BOULEVARD, SUITE 1200 • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4529 • FAX: (808) 523-4730 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

CHERYL D. SOON
DIRECTOR

GEORGE "KEOKI" MIYAMOTO
DEPUTY DIRECTOR

February 25, 2002

TPD1/02-00211R

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Subject: Haleiwa Regional Park Skateboard Facility

In response to your January 14, 2002 letter, the draft environmental assessment (EA) for the subject project was reviewed. The following comments are the result of this review:

1. The statement on Page 13 of the draft EA in L. Public Facilities regarding Kamehameha Highway should be revised to state that the portion of the highway fronting the proposed skateboard facility falls under the jurisdiction of the City and County of Honolulu.

2. All parking needs for the proposed skateboard facility should be provided on-site. Page 19 of the draft EA states that there will be many occasions when the small parking lot will fill. Recognizing this, additional off-street (over-flow) parking areas should be provided as part of this project on a permanent basis. The project should not assume that motorists will park on the roadway shoulder areas of Kamehameha Highway, which are intended for pedestrian traffic and emergency stops.

3. A traffic impact study should be conducted which addresses the impacts with respect to the parking needs for the site and traffic congestion on Kamehameha Highway. Appropriate mitigation measures should be proposed and discussed.

4. The proposed project must incorporate Americans with Disabilities Act accessibility requirements, in addition to including accessible parking spaces. An accessible path to the skateboard facility and up to its top deck and to any temporary portable public facilities must be included as part of the project.

Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation Planning Division at 527-6976.

Sincerely,

CHERYL D. SOON
Director

GERALD PARK
Urban Planner

Planning
Land Use
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geraldpark@aol.com

July 17, 2002

Cheryl D. Soon, Director
Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Subject: Haleiwa Regional Park Skateboard Facility
TMK: 6-2-003: 20, 22
Haleiwa, Waialua District, Oahu

Thank you reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer the following responses to your comments in the order presented.

1. The text will be revised to note that Kamehameha Highway fronting the project is a City and County of Honolulu road.

2. All parking needs for the stateboard park will be accommodated by the proposed parking lot.

3. A Traffic Impact Assessment will be prepared as part of a Master Plan for the Park. The proposed parking lot should provide for all parking needs for users of the skateboard facility. At this time, the speed and frequency of traffic in the vicinity of the skateboard park do not appear to warrant acceleration/deceleration lanes or left turn pockets as measures for mitigating traffic congestion.

4. Response not required.

Your comments and our responses will be included in the Final Environmental Assessment. Thank you for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: G. Hee, DDC

BENJAMIN J. CAYETANO
GOVERNOR

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

BRIAN K. MINAAI
DIRECTOR

DEPUTY DIRECTORS
JEAN L. OSHITA
JADINE Y. URASAKI

IN REPLY REFER TO:

HWY-PS
2.5802

FEB 2 8 2002

received
3.1.02

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814

Dear Mr. Park: Gerald

Subject: Draft Environmental Assessment, Haleiwa Regional Park Skateboard Facility, Kawailoa, Waialua District, Oahu, TMK: 6-2-03: 02, 22

Thank you for your transmittal requesting our comments regarding the subject project. We have the following comments:

1. The proposed Haleiwa Regional Park Skateboard Facility will not adversely impact our State highway facilities.

2. The portion of Kamehameha Highway fronting the proposed Skateboard Facility is under the City and County of Honolulu's jurisdiction.

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

Very truly yours,

Brian K. Minaai
BRIAN K. MINAAI
Director of Transportation

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII

STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

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

In reply, please refer to:
File:

02-019/epo

March 6, 2002

received
3.08.02

Mr. Gerald Park, Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Subject: Draft Environmental Impact Statement (DEA)
Haleiwa Regional Park Skateboard Facility
Tax Map Key: 6-2-003: 020, 022

Thank you for the opportunity to review and comment on the subject proposal. The DEA was routed to the various branches of the Environmental Health Administration. We have no comments at this time.

If you have any questions, please contact the Environmental Planning Office at (808) 586-4337.

Sincerely,

GARY GILL
Deputy Director
Environmental Health Administration