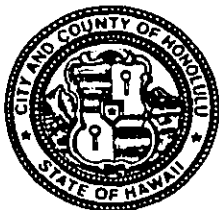


DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4564 • Fax: (808) 523-4567
Web site: www.co.honolulu.us

JEREMY HARRIS
MAYOR



RECEIVED TIMOTHY STEINBERGER, P.E.
ACTING DIRECTOR

'03 FEB 21 AM 11:57 GEORGE T. TAMASHIRO, P.E.
ASSISTANT DIRECTOR

IN REPLY REFER TO:
GH-49

OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

February 20, 2003

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
Canoe Hālau at Keehi Lagoon Beach Park
TMK: 1-1-003: 006, 007
Moanalua, Oahu, Hawaii

We have reviewed the comments received during the 30-day public comment period that began on December 8, 2002. We have determined that this project will not have significant environmental effects and have issued a Finding of No Significant Impact. 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. Gregory Hee at 527-6977 if you have any questions.

Very truly yours,

A handwritten signature in black ink, appearing to read "Timothy E. Steinberger".

TIMOTHY E. STEINBERGER, P.E.
Acting Director

TES:lk
Enclosure

cc: C&C Department of Planning and Permitting
C&C Department of Parks and Recreation

2003-03-08-0A-FEA

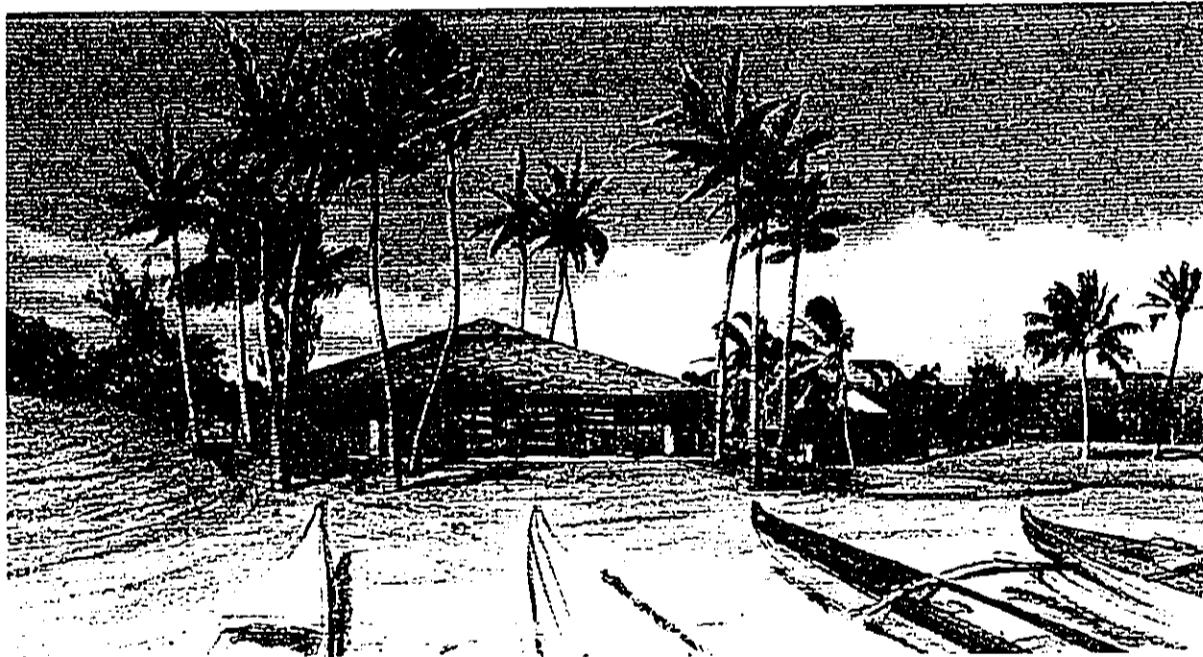
MAR 8 2003

FILE COPY

FINAL ENVIRONMENTAL ASSESSMENT

CANOE HĀLAU at KEEHI LAGOON BEACH PARK

Moanalua, Oahu, Hawaii



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

February 2003

FINAL ENVIRONMENTAL ASSESSMENT

CANOE HĀLAU at KEEHI LAGOON BEACH PARK

Moanalua, Oahu, Hawaii

Prepared in Partial 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

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

and

Bill Chang Architect LLC
1976 Judd Hillside Road
Honolulu, Hawaii 96822

February 2003

PROJECT PROFILE

Project: Canoe Hālau at Keehi Lagoon Beach Park

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

Location: Oahu
Tax Map Key: 1-1-003: 006, 007
Landowner: State of Hawaii
Land Area: 71.975 acres
Building Site: Approximately 3,000 square feet

State Land Use Designation: Urban
General Plan: Primary Urban Center
Development Plan Area: Primary Urban Center
Land Use Map: *Parks and Recreation*
Public Facilities Map: Park/Modification w/in 6 years
Zoning: P-2 General Preservation
Special Management Area: Inside Special Management Area
Existing Use: City and County of Honolulu Park

Need for Environmental Assessment: Use of County land and funds
HAR §11-200-6-(2)(b)(1)(A)
HAR §11-200-6-(2)(b)(2)(B)

Anticipated Determination: Finding of No Significant Impact

Contact Person: *Gregg 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 shaded.

TABLE OF CONTENTS

PROJECT PROFILE	i
SECTION 1 DESCRIPTION OF THE PROPOSED PROJECT	1
A. Conceptual Development Scheme	1
B. Technical Characteristics	1
C. Economic Characteristics	2
D. Social Characteristics	2
E. Historic Perspective	2
SECTION 2 DESCRIPTION OF THE AFFECTED ENVIRONMENT	12
A. Existing Use	12
B. Climate	12
C. Topography	12
D. Soils	14
E. Flood Hazard and Drainage	14
F. Flora	14
G. Fauna	14
H. Historical and Cultural Resources	14
I. Water Resources/Water Quality	16
J. Visual Resources	16
K. Land Use Controls	16
L. Public Facilities and Services	16
SECTION 3 SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MEASURES TO MITIGATE ADVERSE EFFECTS	18
A. Assessment Process	18
B. Short-term Impacts	18
C. Long-term Impacts	20
SECTION 4 ALTERNATIVES TO THE PROPOSED ACTION	24
A. No Action	24
B. Alternative Locations	24
SECTION 5 AGENCIES AND ORGANIZATIONS TO BE CONSULTED IN PREPARING THE ENVIRONMENTAL ASSESSMENT	25
SECTION 6 PERMITS AND APPROVALS	26

TABLE OF CONTENTS

SECTION 7 DETERMINATION OF SIGNIFICANCE 27

REFERENCES 29

APPENDIX A COMMENTS AND RESPONSES

LIST OF FIGURES

<u>Figure</u>	<u>Title</u>	<u>Page</u>
1	Location Map	5
2	Existing Park Plan Keehi Lagoon Beach Park	6
3	Site Plan	7
4	Floor Plan	8
5	Exterior Elevations	9
6	Exterior Elevations	10
7	Building Sections	11
8	Flood Insurance Rate Map	15
9	Hālau Viewed from Beach Area	22

IMAGES

<u>Image</u>	<u>Title</u>	<u>Page</u>
1	Ewa View of Building Site	13
2	Mauka View of Building Site	13

DESCRIPTION OF THE PROPOSED PROJECT

1

The Department of Design and Construction, City and County of Honolulu, proposes to construct a canoe hālau at Keehi Lagoon Park ("Park"), Honolulu District, City and County of Honolulu, State of Hawaii. The Park bears Tax Map Key 1-1-003:006 and 007 and encompasses an area of 71.976 acres. A Location Map and rendering of Keehi Lagoon Park are shown in Figures 1 and 2.

A. Purpose of the Project

The purpose of the project is to provide a permanent, secure storage facility for paddling canoes, equipment, and supplies used by canoe clubs that train at Keehi Lagoon Park. The completed hālau also would provide an informal gathering place for paddlers. This purpose for this project is the same as the objective for similar canoe hālau built at other Oahu island locations by the City and County of Honolulu.

B. Technical Characteristics

1. Location

A building site of approximately 3,000 gross square feet has been selected. The building site is located at the toe of one of two elongated grass mounds fronting the shoreline. The grass mounds provide an elevated viewing area for canoe races. The structure will be "tucked" into the east-facing slope of the mound nearest to Honolulu International Airport. The facility does not encroach into the established 55-foot shoreline setback.

Openings to and from the structure would be oriented north-south. With this orientation, canoes can be transported into the hālau from a proposed loading area (to the north) and set directly on storage racks. The canoes can then be carried out and launched directly into Keehi Lagoon to the south.

To site the hālau, a section of the spectators mound will be cut and the excavated material (along with imported fill) used to raise the building site to attain a finished floor elevation of 7.5 feet.

2. Building Features

The canoe hālau measures approximately 50 feet by 50 feet and will not exceed 25 feet in height. Interior space is allocated for:

- Adjustable storage racks that can accommodate up to 27 six-man canoes (40 to 46 feet in length).
- Adjustable storage racks for 12 one-man canoes or kayaks.
- Secured storage for equipment (e.g. paddles, canoe covers).

Exterior improvements include:

- An uncovered lanai area for instructional purposes adjoining the hālau.
- Handicap accessible walkways connecting to existing walkways.
- Loading/unloading area for canoes.

A Conceptual Site Plan and Floor Plan are shown in Figures 3 and 4.

3. Design Features

The design of the hālau will complement the design and roofline of the existing Judges Pavilion located at the eastern end of Keehi Lagoon. The sides of the facility will be kept open (except for the side tucked into the earth mound) to maximize ventilation and ease in transporting canoes from the loading area and ocean directions. Circular columns (to match the columns at the Judges Pavilion) set on a concrete foundation will support a hip and single pitch roof. Decorative metal security gates and a low moss rock wall at the lanai area will embellish the structure. Preliminary exterior elevations are shown in Figures 5 and 6 and a Building Section in Figure 7.

4. Canoe Loading Area

A loading area is proposed near the existing comfort station. Access would be taken from the existing Park driveway through a chained opening between existing concrete and wood pole bollards. Lawn and pavement treatment that is functionally appropriate for ease of lawn maintenance will be considered for the loading area.

5. Infrastructure

Electrical power for security lighting will be drawn from the nearby comfort station. Water will be provided for rinsing canoes prior to storing them.

6. Landscaping

Existing trees and groundcover removed during construction will be relocated elsewhere in the Park. The area around the completed hālau will be landscaped and disturbed areas grassed.

C. Economic Characteristics

The construction cost of the proposed project is estimated at \$6.5 million dollars and will be funded by the City and County of Honolulu. Construction will commence after all necessary permits and approvals are received.

Keehi Lagoon Park is owned by the State of Hawaii. Administration of the Park was transferred to the City and County of Honolulu by Executive Order No. 1561 in 1952. Since then, there have been a series of Executive Orders either withdrawing land from the park for other purposes or adding land to the park.

D. Social Characteristics

No existing recreation structure or activity will be displaced because of this project. Three canoe clubs that practice at Keehi Lagoon--Ālapa Hoe, Kai Po Ha, and Kalihi-Kai---will store canoes inside the hālau. Several public high schools also practice at Keehi Lagoon during the racing season and space will be made available for their use. *Consideration will also be given to other canoe clubs and public schools that request storage of their canoes at the new hālau (Department of Parks and Recreation Comment).*

E. Historic Perspective

The history of Keehi Lagoon is intimately tied to the development of Honolulu Harbor and Honolulu International Airport, the two primary centers of transportation and commerce in the State. Prior to the 1880s when Honolulu Harbor's physical development began, the lagoon was an open, shallow embayment with numerous fishponds from Nuuanu Stream to the Keehi Lagoon area. Most of the embayment was shallow reef and mud flat, with deep areas being confined to stream outlets through the reef. Salt marsh and fishponds lined the embayment's shore and extended inland around the lower reaches of the four major streams which flowed into this area (Moanalua, Kalihi, Kapalama, and Nuuanu Streams). Natural channels through the reef existed at the major stream mouths, where the flow of fresh water inhibited the growth of coral.

McAllister (1933) recorded and described the Keehi Lagoon area prior to the filling of the lagoon's shoreline. Six fishponds, totaling 885 acres, along the shore of the Kalihi Basin were identified. During the period between the turn of the century and the late 1950s, marsh land, salt marsh, fishponds, and shallow mud flats around the perimeter of Keehi Lagoon were filled by the Corps of Engineers and a number of other public agencies to create fast land, substantially reducing the size of the embayment. Major catalysts for this change were the expansion of Honolulu Harbor around the mouth of Nuuanu Stream and the development of Honolulu's airport facility just ewa of the harbor. Over the period from 1905 to 1935 shallow portions of the Harbor were dredged, in conjunction with expanding shipping operations, with the spoils being used to fill portions of Sand Island and the Kapalama area. In 1940, the federal government authorized construction of a major land and sea based aircraft facility in and adjacent to Keehi Lagoon. Mooring basins and three seaplane runways, each 1000 feet wide, were dredged to a depth of 10 feet. In connection with this, areas along Sand Island, Kapalama and Lagoon Drive were filled and straightened. In 1943, Kalihi Channel was dredged to a depth of 35 feet as part of a military project to connect Kapalama Basin in Honolulu Harbor with the ocean.

The most recent dredging and filling project to change Keehi Lagoon's physiography was the development of the Reef Runway. Over the period from 1973 to 1977, approximately 19 million cubic yards of dredged coral material was used to fill in the outer reef on the western end of Keehi Lagoon as part of a project alleviate aircraft capacity problems at the Honolulu International Airport and to reduce noise impact over metropolitan Honolulu.

In 1925, the Territory of Hawaii acquired Keehi Lagoon and adjacent land for construction of John Rodgers Airport (now Honolulu International Airport). In 1940, trans-Pacific air service had grown and the U.S. Congress authorized dredging of Keehi Lagoon to construct seaplane runways. In 1941, at the beginning of World War II, the U.S. Armed Forces were responsible for the airport and Honolulu Harbor. By 1944, the U.S. Navy had completed construction of major airport terminals and seaplane facilities. The Reserve Channel (Kalihi-Kai Channel) and Kapalama Basin areas were widened, dredged and lengthened, and new piers constructed in Honolulu Harbor.

The airport construction work during World War II required filling of much reef flat which became the site of the old "John Rodgers Terminal." Perhaps one third of Keehi Lagoon prior to 1940 became filled land. The source of the fill came from the massive dredging performed to create the seaplane runways. Thus, Keehi Lagoon was significantly altered from a very shallow bay with fishponds along shore, to an embayment with deep channels (where the seaplane runways were constructed) and a very shallow reef flat which roughly forms a triangle in the center of the remaining lagoon. After World War II, Keehi Lagoon was used for a short period for commercial seaplane landings, but by

1950 the seaplane runways were no longer used. The lagoon remained much the same until the construction of the Reef Runway in 1977.

Land establishing the original Keehi Lagoon Park was turned over from the Territory of Hawaii to the City of Honolulu via Executive Order No 1527 in 1952. Between that time and 1976, additional Executive Orders have added or removed land from park use. Since 1976, the size of the Park has been about 72 acres.

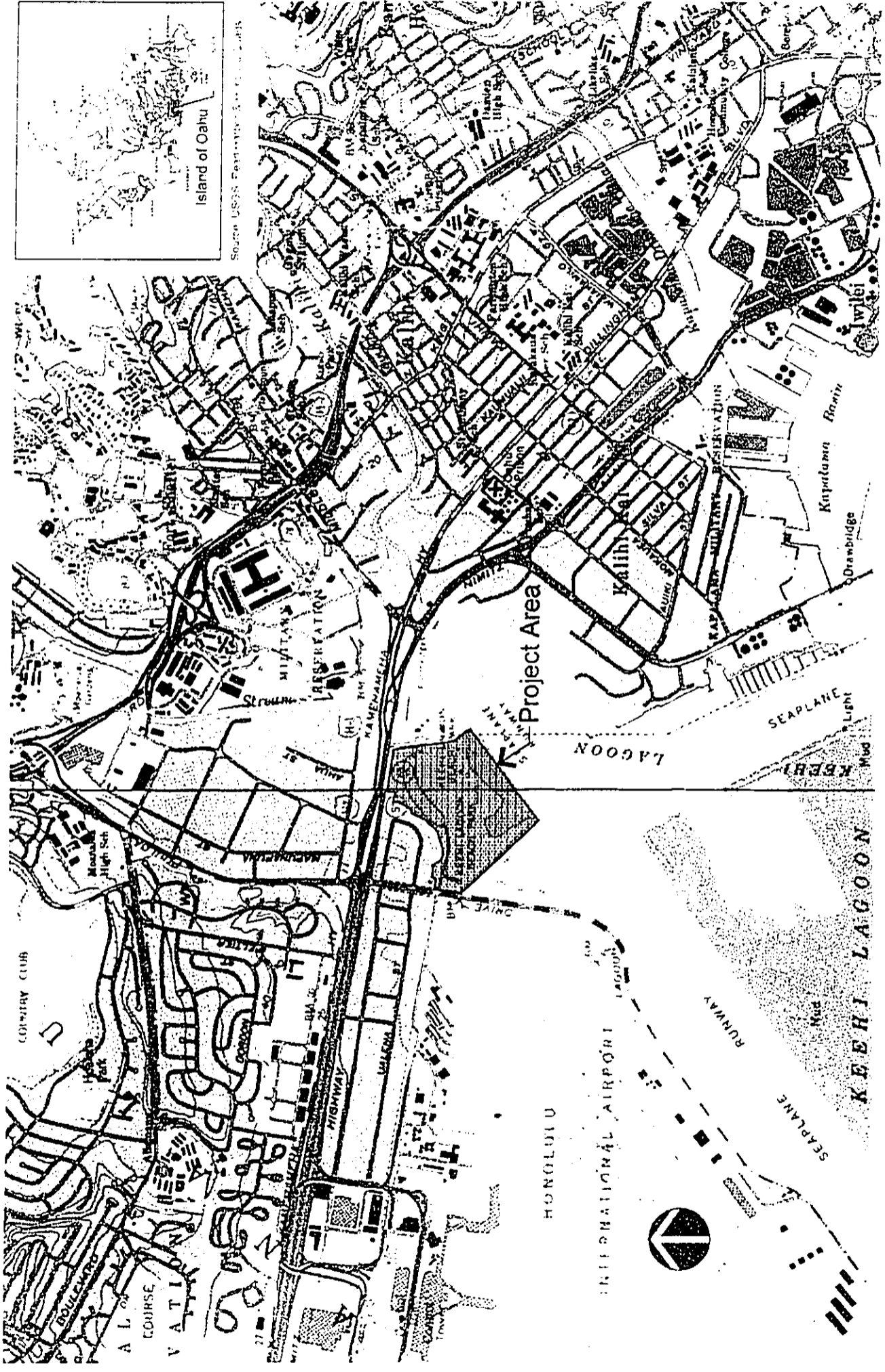


Figure 1. LOCATION MAP
1" = 2000' sc.

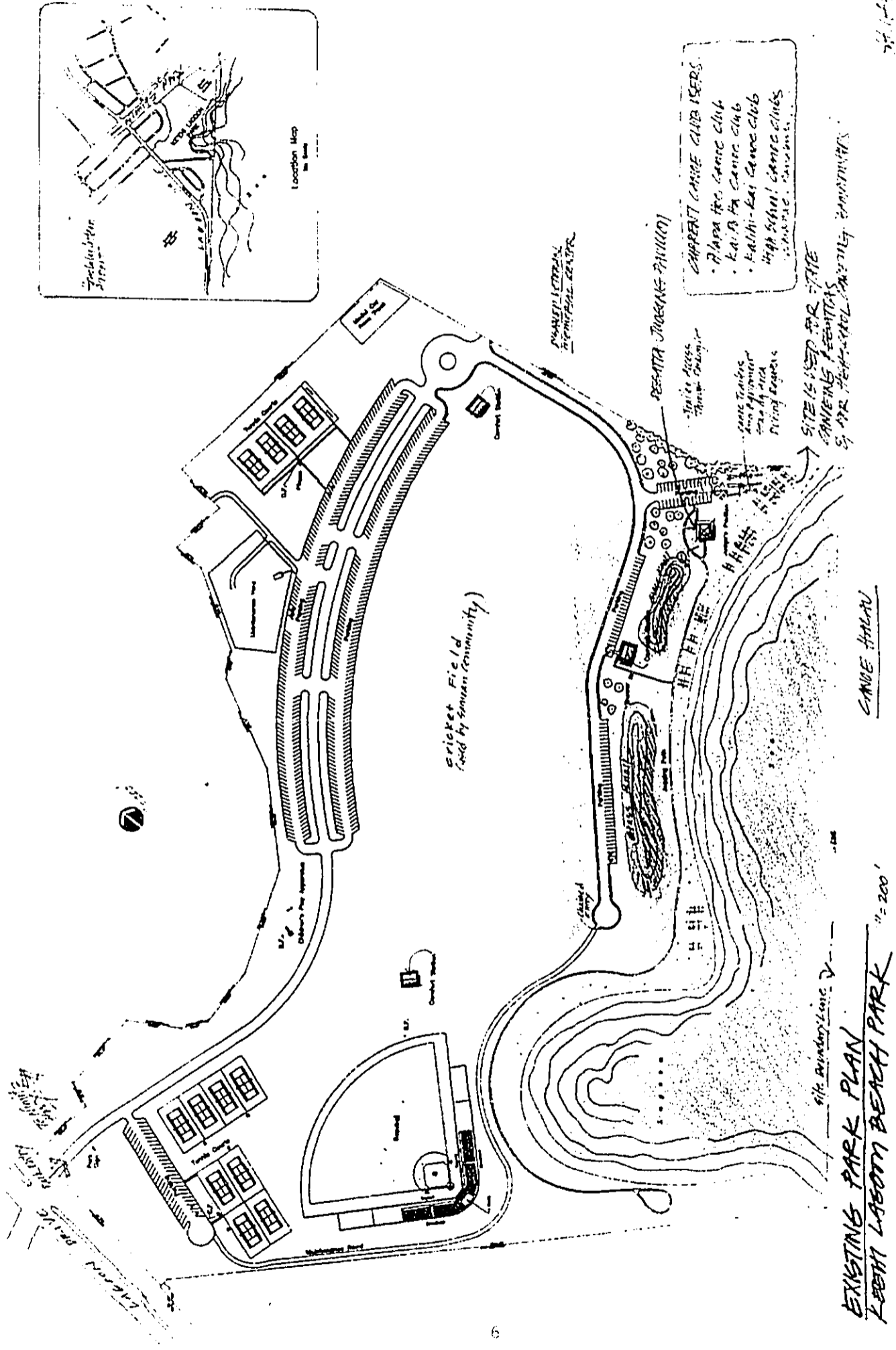
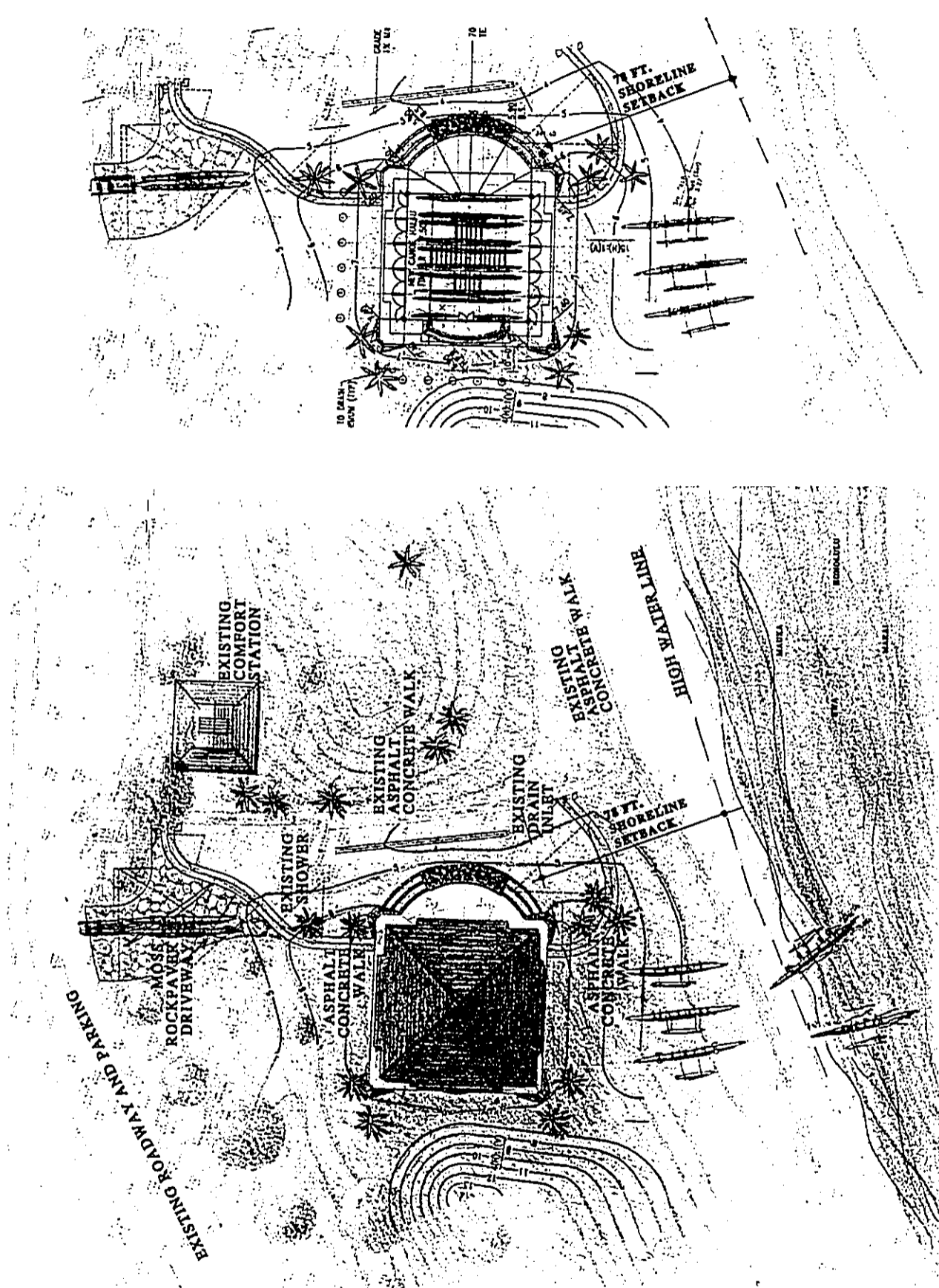


Figure 2. KEEHI LAGOON PARK

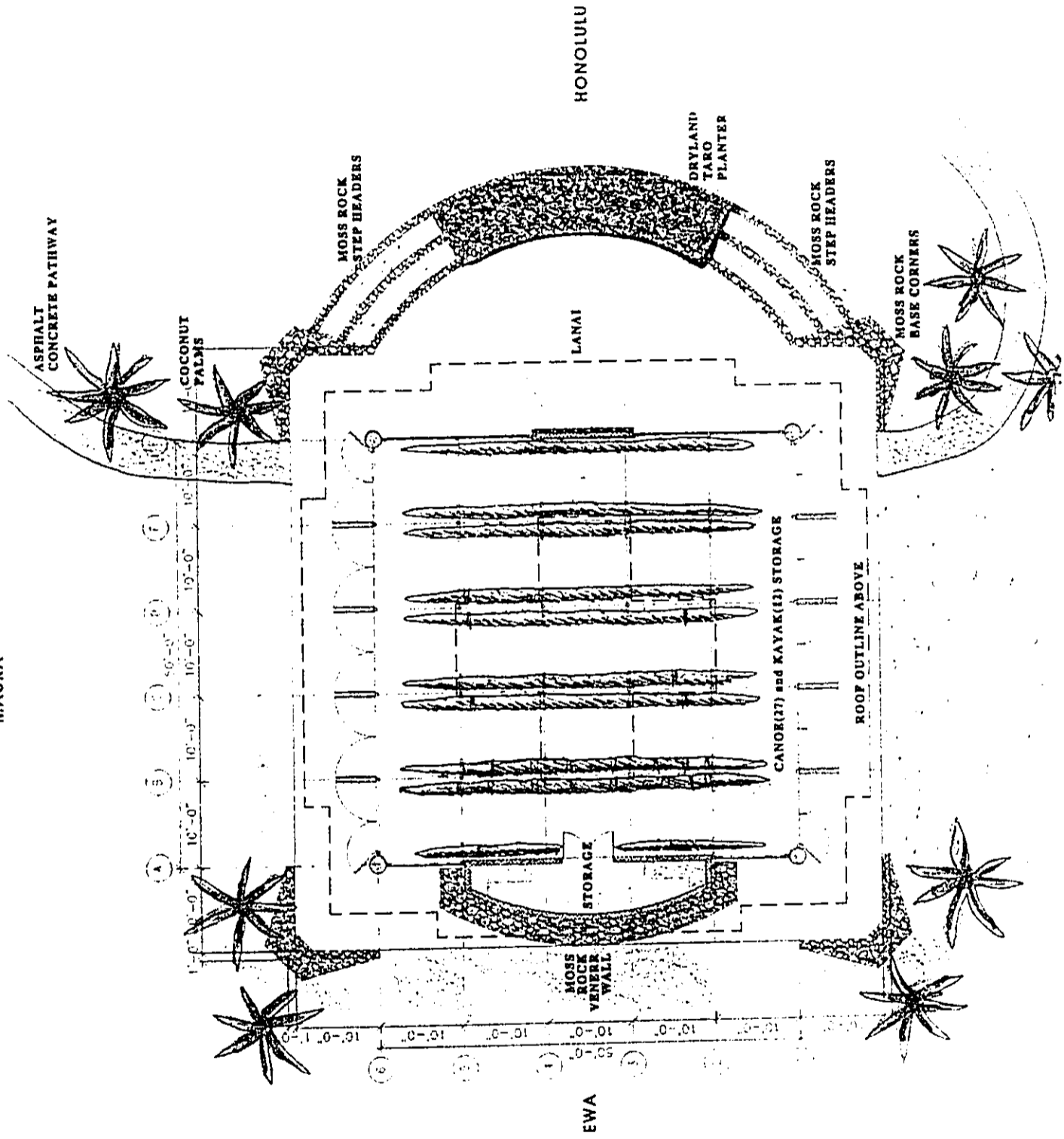


FLOOR PLAN

SITE PLAN

Figure 3. SITE PLAN

MAUKA



MAKAI

Figure 4. FLOOR PLAN

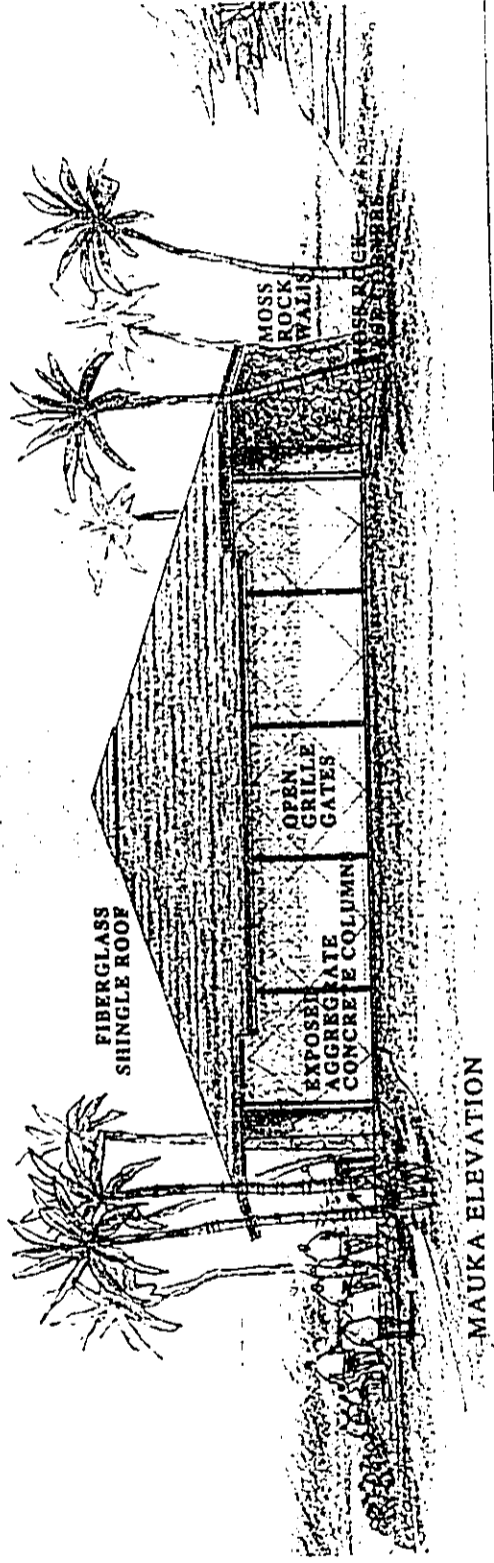
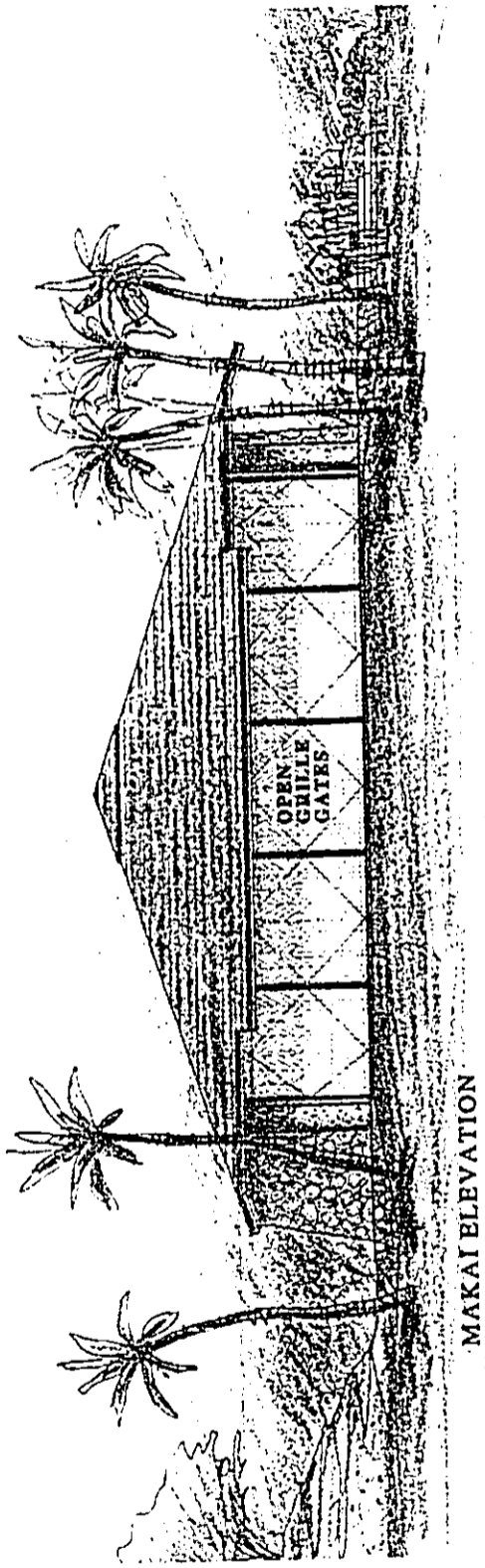


Figure 5. EXTERIOR ELEVATIONS

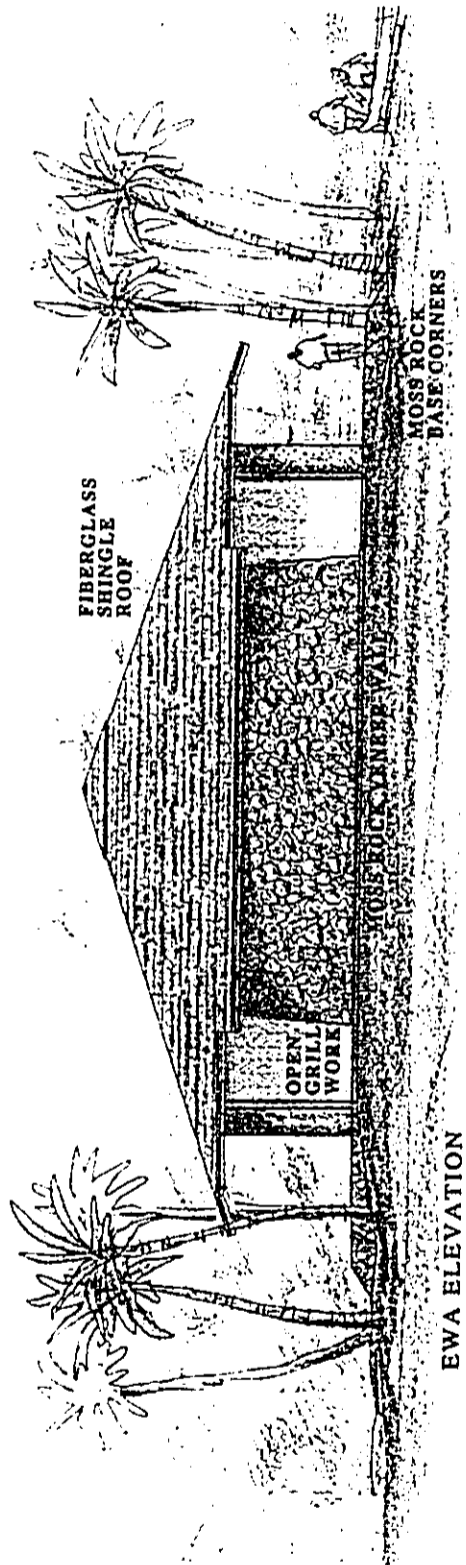
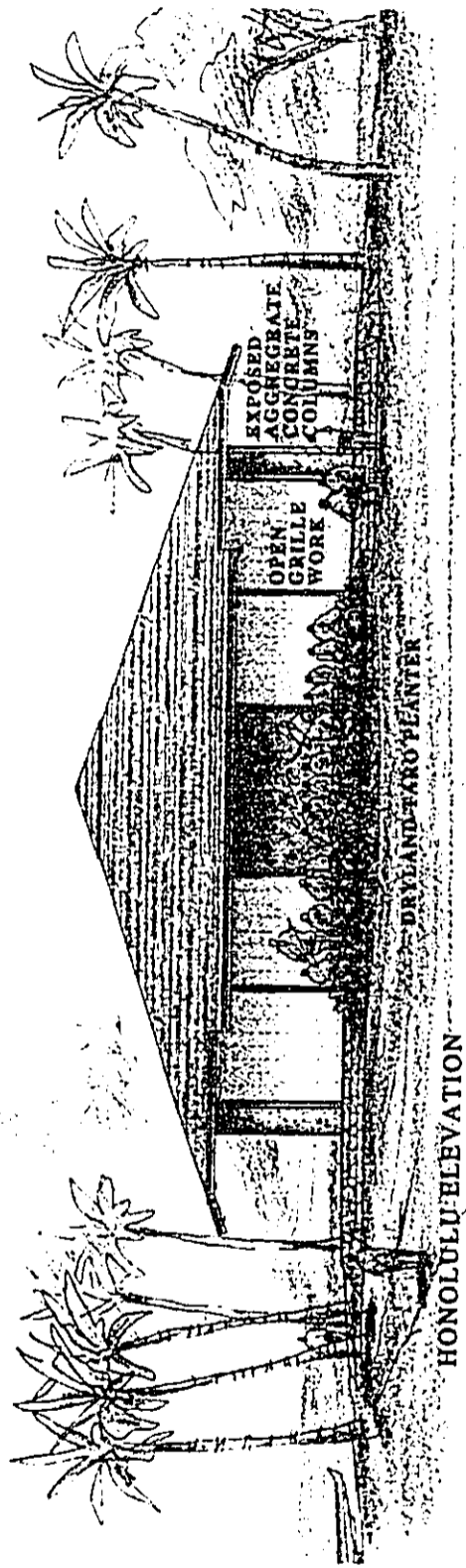
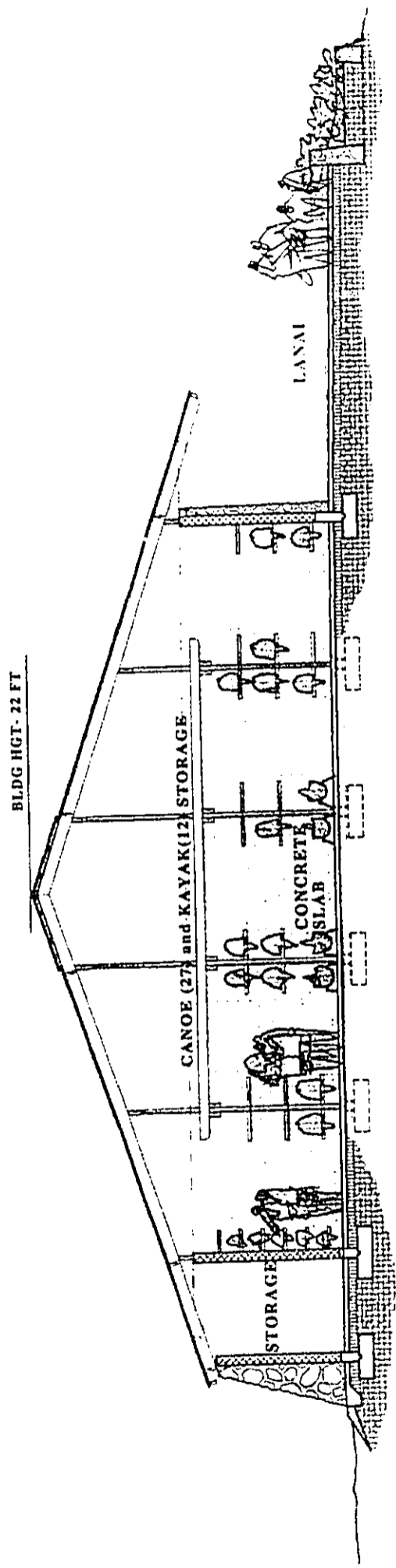
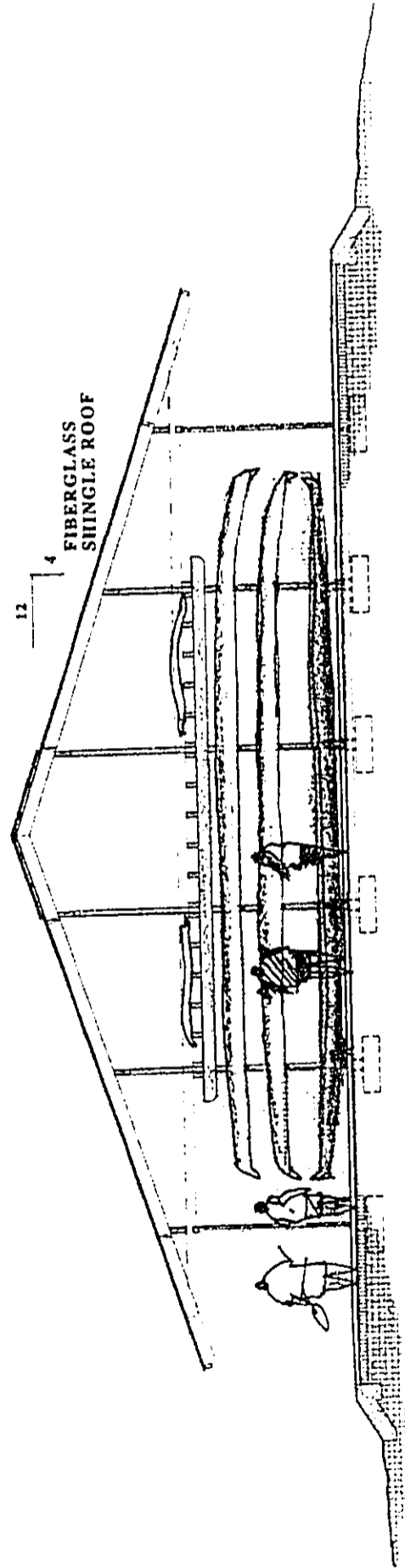


Figure 6. EXTERIOR ELEVATIONS



A



B

Figure 7. BUILDING SECTIONS

A. Existing Use

The building site will be located at the toe of a grass mound between the shoreline of Keehi Lagoon and a driveway serving the Park (See Images 1 and 2). The mound is one of two linear grass mounds providing spectators elevated viewing of canoe races from the shoreline. A break in the mound provides a relatively level area for pedestrian and maintenance vehicle (Cushman type vehicles or small trucks) access between the shoreline and parking areas on the Park driveway.

An existing outdoor shower and comfort station are located to the southeast of the building site about 20 feet and 40 feet away, respectively. Water from the shower flows in the direction of the ocean about 80 feet away. During heavy use, water ponds on the grass area between the shower and the ocean.

A 6-foot wide asphalt concrete walkway between the two earth mounds connects the driveway and comfort station with the shoreline. Water from the outdoor shower generally drains along the edge of the walkway.

A Judges Pavilion is located about 600 LF to the east of the hālau. The raised Pavilion allows judges to view the entire finish line. Race administrators also use the building for registering competing crews and checking them in to race. When not in use for canoe racing, the Pavilion is used as an open air picnic or meeting site.

A 0.5 mile competition course is laid out in waters fronting the Park. The course is aligned northeast to southwest (parallel with the prevailing wind direction) with buoys marking distances. The course is wide enough to accommodate 10-14 racing lanes each about 80 feet wide.

The major features associated with canoe racing at Keehi Lagoon---the Judge's Pavilion, viewing mounds, parking areas, comfort station, and walkways---were constructed in the early 1990s as the Keehi Lagoon Canoe Competition Center (Belt Collins & Associates, 1990).

B. Climate

Climatic conditions in the vicinity of Keehi Lagoon are typical of the leeward coastal lowlands of Oahu---persistent tradewinds, abundant sunshine, relatively constant temperatures, and moderate humidity. The mean temperature in Honolulu ranges from 73^o Fahrenheit in the winter to 81^o Fahrenheit in the summer. The mean annual rainfall is about 23 inches with most rainfall occurring between the months of November and April. Relative humidity ranges from 56 and 72 percent. Cooling tradewinds from the northeast prevail throughout most of the year, while occasional "Kona" winds from the south bring warm, humid air (Wilson Okamoto and Associates, Inc., 1996)

C. Topography

The flat portion of the building site stands about 5 feet above sea level and the top of the spectator mound about 12 feet. It appears that the building site and adjoining land were grubbed and graded to



Image 1. Ewa View of Building Site



Image 2. Mauka View of Building Site

current elevations for constructing the park driveway, comfort station, and outdoor shower. The two elongated spectator mounds were created by fill and landscaped with trees and grass.

D. Soils

Most of the land under Honolulu International Airport, Keehi Lagoon Park, Kapalama Military Reservation, and Honolulu Harbor is Fill Land. In general, the fill sits on top of broad elevated coral reef much of which is covered by alluvium carried out from the Koolau Mountains.

The fill consists of materials dredged to create Honolulu Harbor and adjoining waterways, earthen material hauled from nearby areas, garbage, and other general material from inland sources (Soil Conservation Service, 1972).

E. Flood Hazard and Drainage

The Flood Insurance Rate Map (Federal Emergency Management Agency, 2001) for the area (See Figure 6) places the building site in Flood Zone X which is defined as "Areas determined to be outside 500 year flood plain." The building site, however, is just mauka of an area designated Flood Zone AE which is defined as "special flood hazard areas inundated by 100-year flood, base flood elevations determined." The base flood elevation of the AE zone is 4 feet.

F. Flora

The building site well landscaped with a limited variety of plant material. Bermuda grass is the predominant planting with milo (*Thespesia populnea*), kamani (*Calophyllum inophyllum*), and coconut (*Cocos nucifera*) spotted on the grass mound and open area adjacent to the driveway and comfort station. None are considered rare, threatened or endangered or proposed for such status. All are commonly used in landscaping throughout the Hawaiian Islands.

G. Fauna

No wildlife was observed at the time of our field inspection. Several people were observed walking their dogs along the ocean and several dogs were seen running freely on the grass field in the middle of the park. More than likely mongoose, feral cats, and rodents frequent the park because of the availability of water and food.

Barred dove, mynah, and sparrow were the only birds observed.

H. Historical and Cultural Resources

No historical or cultural features are known to be present in the park.

A small fishing community is located on Mokauea Island in the southeastern corner of Keehi Lagoon, outside of the project area (Noda, 1989). As one of only two remaining fishing communities in Hawaii (the other being Milolii on the island of Hawaii), this community historically consisted of Hawaiians undertaking traditional fishing practices. In the early 1970s, a long-term lease for Mokauea Island was granted by the State Department of Land and Natural Resources with an agreement that those occupying the island would provide a facility to educated individuals about traditional fishing practices

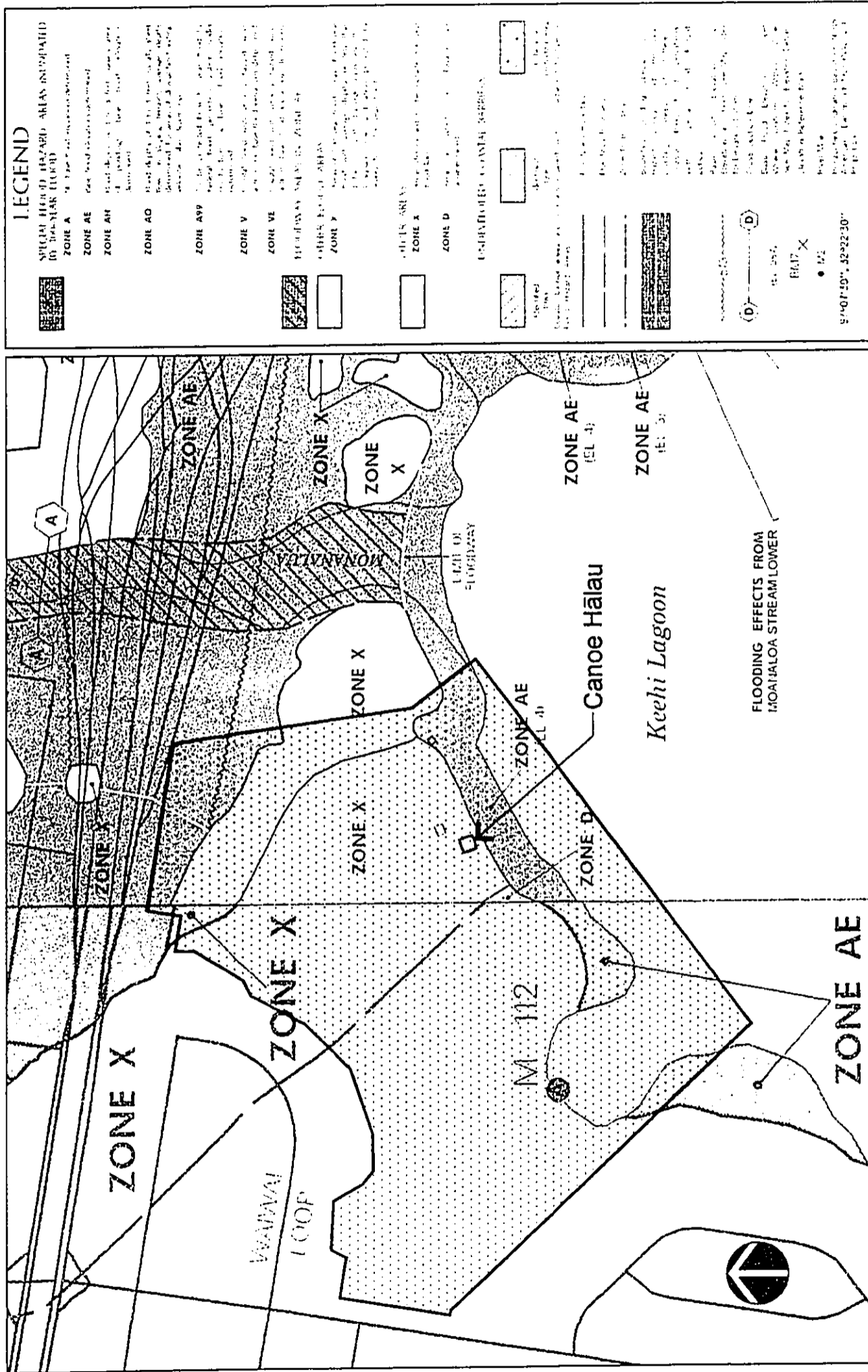


Figure 8. FLOOD INSURANCE RATE MAP
1"=500' sc.

of the Hawaiians. Today this fishing community lifestyle is perpetuated by a number of multi-ethnic families living on the island.

I. Water Resources/Water Quality

The State Department of Health designates the marine waters of Keehi Lagoon as Class A Waters. According to Chapter 54, Hawaii Administrative Rules, "It is the objective of class A waters that their use for recreational use and aesthetic enjoyment be protected. Any other use shall be permitted as long as it is compatible with the protection and propagation of fish, shellfish, and wildlife, and with recreation in and on these waters. These waters shall not act as receiving waters for any discharge which has not received the best degree of treatment or control compatible with the criteria established for this class."

J. Visual Resources

The Coastal View Study (Chu and Jones, 1987) places Keehi Lagoon in the South Shore Viewshed, Section B, Keehi. The South Shore Viewshed is a geographic area spanning Oahu's south facing shores from Barbers Point on the west to Diamond Head on the east. The Viewshed is separated into four sections---Ewa and Pearl Harbor, Keehi, Downtown, and Ala Moana.

"The Keehi Lagoon section consists of the area between the airport and Sand Island. Industrial activities are the primary characteristic of this section. Keehi Lagoon is the primary visual resource of this section and roadway views into the lagoon consist of an intermittent view off Kamehameha Highway near Keehi Lagoon Park and views from Lagoon Drive." The authors also identify views from Keehi Lagoon Park looking south towards Sand Island and the lagoon waters off Honolulu International Airport (including the canoe competition course) as significant stationary views.

K. Land Use Controls

The property is classified Urban by the State Land Use Commission, general *development* planned Park and zoned P-2 General Preservation. Park modifications within 6 years are symbolized on the Primary Urban Center Development Plan Public Facilities Map. The proposed structure is considered to be a facility covered by the modification symbol.

The proposed canoe hālau is defined as a "public use". Public uses and structures are a permitted use in the P-2 zoning district (Land Use Ordinance).

The building site is located within the County delineated Special Management Area and a Special Management Area Use Permit will be required prior to development.

The hālau is not located in the shoreline setback area. *The structure will be sited approximately 78 feet inland of the high water mark.*

L. Public Facilities and Services

Keehi Lagoon Park is accessed from Lagoon Drive at its intersection with Aolele Street. Traffic within the Park is confined to a two-way, two-lane driveway with a turnaround at the western most end of the mounded spectator viewing area.

Water service is provided through an 8" X 2" FM from Lagoon Drive. The 8" line is connected to a 16" line in Lagoon Drive. The State of Hawaii, Department of Transportation operates and maintains the water system.

A 42-inch force main line crosses through the Park generally following its boundary with industrial lots to the northwest and north. The force main flows to a pumping station located in the north corner of the Park. From the pumping station a 36-inch force main line crosses Moanalua and Kalihi Streams and then eventually to the Sand Island Treatment Plant.

It is believed that the existing comfort station near the proposed hālau is connected by a 6-inch gravity line from a manhole on the 42-inch force main line. The gravity line either crosses the Park through the open field used for softball and cricket or follows along the Park driveway.

No underground drainage collection or disposal system exists in the Park. Runoff from the shoreline area either sheetflows directly into Keehi Lagoon or into a drainage canal west of the Park. (Belt Collins, 1990).

Located at 465 Lagoon Drive, Keehi Lagoon Park is one of the largest beach and shoreline parks in the City and County of Honolulu. The park has been improved for active and passive recreational activities with facilities that include 3 comfort stations/pavilion, a maintenance building, a canoe storage facility, 12 tennis courts (4 lighted), 1 baseball field with bleachers and dugouts, 4 softball fields, 1 soccer field, 2 cricket pitches, a model car track, children's play apparatus, and 472 parking stalls (DPR, 1997).

Canoe regattas are held during the racing season (June-August) in the waters off Keehi Lagoon Park. A 0.5 mile course is aligned northeast to southwest (parallel with the prevailing wind direction) with buoys marking distances. The course is wide enough to accommodate 10-14 racing lanes each about 80 feet wide. Oahu's two canoe associations---Oahu Hawaiian Canoe Racing Association and Na Ohana O Na Hui Wa'a---stage their respective regattas at Keehi Lagoon during the racing season.

In February 2002, the Hawaii High School Athletic Association and the Hawaiian Canoe Racing Association held the first state canoe paddling championship at Keehi Lagoon.

Department of Parks and Recreation maintenance personnel collect solid waste several times a week.

Several fire stations are located within two miles of Keehi Lagoon Park. These include the Kalihi-Kai Station (Nimitz Highway near Waiakamilo Road), Moanalua Station (off Salt Lake Boulevard near Ala Napunani Street), and Kalihi Station (on King Street near Kalihi Street). A fire and rescue station for Honolulu International Airport is located in the South Ramp area of Lagoon Drive. This station is for aircraft and airport fires only.

The Kalihi Police Station is located on Kam IV Road in Kalihi approximately 3 miles from Keehi Lagoon Park.

SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MEASURES TO MITIGATE ADVERSE EFFECTS

3

A. Assessment Process

The scope of the project was discussed with 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. Meetings were held with canoe clubs that use Keehi Lagoon for their suggestions into the layout and design of the hālau. 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 building site is in an improved section of Keehi Lagoon Park;
- The building site is located in flood hazard Zone X; AE with a flood elevation of 4 feet;
- The building site is outside of the Shoreline Setback area;
- There are no recorded historic features on the building site;
- There are no rare, threatened, or endangered flora on the building site;
- There are no wetlands at Keehi Lagoon Park; and
- Water and electrical services are available to the building 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 construction sites which can settle in adjoining areas. Windy conditions coupled with exposed soil can create severe dust problems. The general contractor will employ on and off-site dust control measures to prevent the work site and construction equipment and activities 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/m³ 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 building site is within the confines of an existing park and construction noise will be audible within the park grounds as construction work takes place. 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 structure.

Community Noise Control regulations establish maximum permissible sound levels for construction activities occurring within "acoustical" zoning districts. Based on the park 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.

Construction noise will be audible over the entire development period. All construction activities will comply with Chapter 46 Noise Control for Oahu, Administrative Rules, Department of Health, State of Hawaii.

3. Erosion

Site work will expose soil thus creating opportunities for erosion (fugitive dust and suspended sediment in runoff). *The consulting engineers estimate earthwork at 1,033 cubic yards for total excavation and 477 cubic yards for embankment (Response to DPP Comment).* Grubbing, grading, and stockpiling excavated or imported material will be performed in accordance with the *Revised Ordinances of Honolulu, 1990, as amended. Furthermore the work shall be done in accordance with the Rules Relating to Soil Erosion Standards and Guidelines (DPP Comment).* erosion control standards of the City and County of Honolulu and grading plans approved by the Department of Planning and Permitting, City and County of Honolulu.

Best Management Practices (BMPS) for erosion and drainage control during construction will be incorporated into grading plans. Construction work will not exceed five (5) acres in area thus a NPDES General Permit Authorizing Discharges of Storm Water Associated with Construction Activity will not be required from the State Department of Health.

4. Archaeological Features

Should excavation unearth subsurface archaeological sites, artifacts, or cultural deposits, work in the immediate area will cease and the proper authorities notified for disposition of the finds. *If the burials appear to be less than 50 years old, the Honolulu Police Department will be notified. If the burials appear to be more than 50 years old, then the State Historic Preservation Officer will be notified. As a matter of protocol, both agencies will probably be notified for inspection and disposition of the finds (Response to DPP Comment).*

5. Flora

The site will be grubbed and cleared of most vegetation. *Bermuda grass within the building site will be removed. In addition, three milo, 2 kamani, and 2 coconut will be removed and relocated elsewhere in the park (Response to DPP Comment).* No threatened or endangered plants were observed growing on the premises. Following construction, areas adjoining the building site will be restored to pre-construction condition or better.

6. Traffic

Some construction work in the park driveway nearest the building site may be required. The contractor will implement measures to minimize inconvenience to motorists and park users during construction. These measures would include but are not limited to:

- Keeping one lane of the two-lane driveway open at all times;
- Posting warning signs on both sides of the work area to alert motorists of road work and to slow traffic speed;
- Positioning traffic cones or other directional devices in the driveway to guide vehicles around work areas;
- Posting flagmen to assist in traffic control; and
- Limiting construction to between 8:00 AM and 3:30 PM, Monday through Friday.

The driveway section 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 some traffic on roads leading to the Park and on the park driveway. Material deliveries will be scheduled to minimize impacts on local traffic.

7. Recreation

Construction will be timed to commence and finish prior to the canoe racing season. During construction, areas adjoining the building site, the canoe loading area, and areas where new walkways are proposed will be fenced for public safety reasons. Fencing will temporarily preclude public recreational use of these areas.

The comfort station will remain open but it has not been determined if the existing outdoor shower will be closed during construction.

C. Long-term Impacts

1. Recreation

The hālau is set back approximately 78 feet from the waters of Keehi Lagoon on a grassy area overlooking the beach. At this location, the proposed improvements should neither affect recreational use of the sandy beach and shoreline areas nor impede access to and along the shoreline.

The proposed improvements will help to support the sport of canoe paddling and kayaking and promote the waters of Keehi Lagoon as a safe site for this recreational activity. The secured facility should also help to protect valuable canoes from acts of vandalism.

2. Historic Resources

The State Historic Preservation Division has indicated that Keehi Lagoon is mostly built on fill lands, which are unlikely to contain significant historic sites. Thus, "no historic properties will be affected" by this undertaking (Correspondence, November 6, 2001)

3. Scenic and Open Space

Although located near the shoreline, the proposed improvements should not adversely affect coastal scenic and open space resources. The hālau has been designed to resemble the form, appearance, and roofline of the Judges Pavilion. Although it is larger in area than the nearby comfort station it should not be much higher than that structure. A rendering of the hālau viewed from the ocean is shown in Figure 9.

From the state highway nearest the shoreline (the elevated section of the H-1 Freeway) the hālau may be faintly visible through or over the trees planted inside the park. From this distance, the hālau is not distinguishable in form and scale from the adjoining comfort station.

4. Coastal Ecosystems

The site of the proposed improvements (the earth mound and grassy area) was created in the early 1990s to support the use of Keehi Lagoon for canoe regattas. The area was significantly altered by prior construction and there are no coastal habitats on the premises.

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. The project is not proposed along the shoreline thus there should be no effect on beach processes.

5. Economic Uses

The project is not a coastal dependent development such as a harbor or port.

6. Coastal Hazards

The project is proposed in an area designated Flood Zone X. Ground elevation is about 5 feet at the building site an elevation that is higher than a flood height of 4 feet estimated for the park area between the hālau and Keehi Lagoon. Minor modifications to ground elevation will raise the finished floor to elevation 7.5 feet.

7. Managing Development and 8. Public Participation

A Major Special Management Area ("SMA") Permit is required for the project. The Department of Planning and Permitting will schedule a public hearing as part of the SMA review process. Notice of the public hearing will be published in a local daily newspaper. Adjoining property owners and lessees will be notified by mail as to the time and place of the hearing.

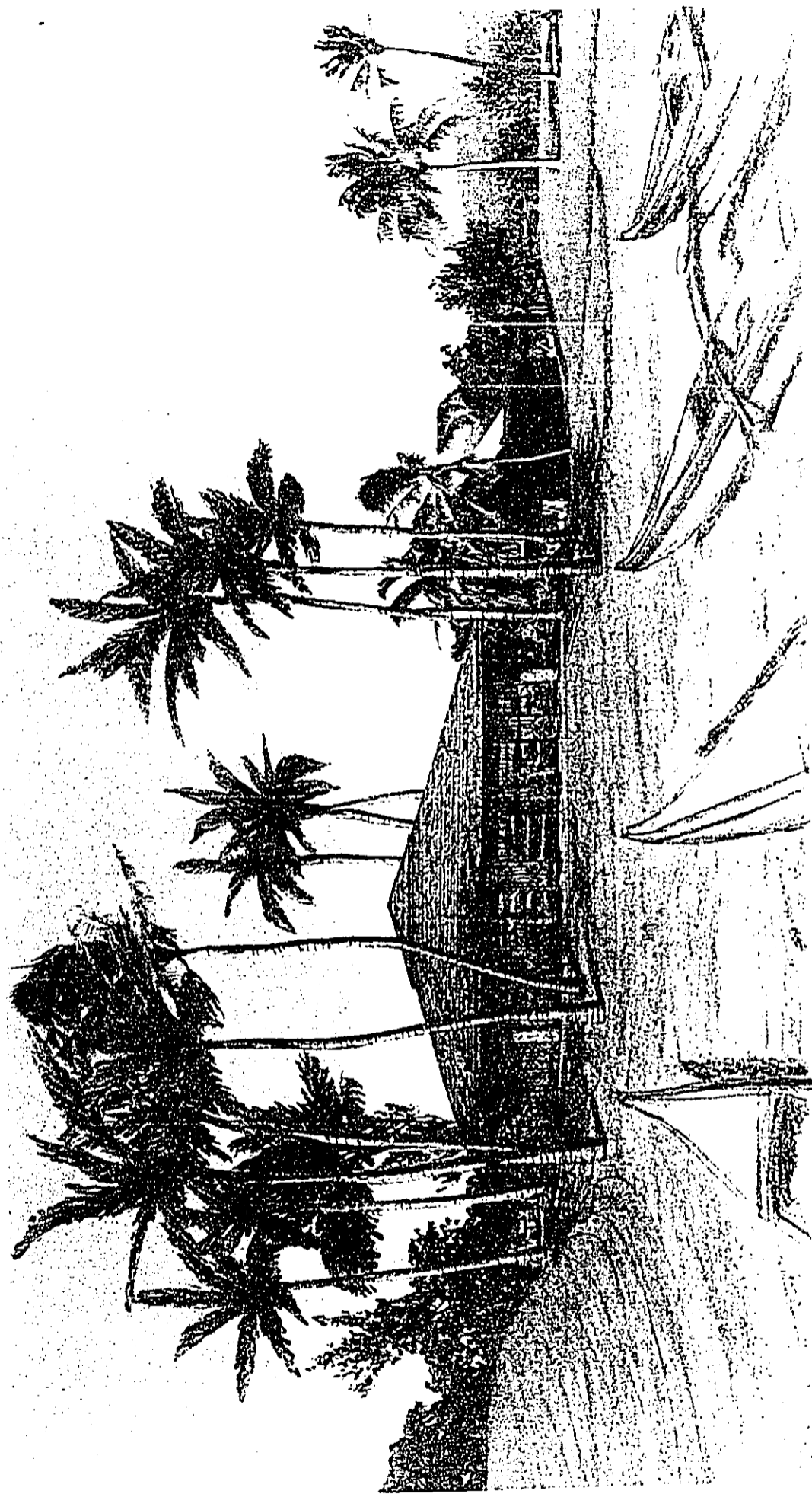


Figure 9. HALAU VIEWED FROM BEACH AREA

The Honolulu City Council approves SMA permits. The application for SMA Permit also will be presented to the City Council Zoning Committee and the City Council. The Zoning Committee can also schedule a public hearing if warranted. Honolulu City Council hearing procedures provide ample opportunity for the public to comment on the SMA Permit application.

9. Beach Protection

The project does not propose the construction of shoreline protection structures seaward of the shoreline. All improvements, except for an ADA accessible pedestrian walkway, are proposed inland of the shoreline setback to maintain shoreline open space.

10. Marine Resources

The project does not propose the use of marine resources and should not directly affect marine resources in the area.

11. Drainage

The proposed project will not affect existing drainage patterns. A slight increase in runoff from impervious surfaces (the canoe hālau and canoe loading area) should not significantly increase runoff. Runoff from the improvements will sheet flow in the direction of Keehi Lagoon.

12. Operations

Operational rules for use of the hālau will be established by the Department of Parks and Recreation in consultation with the canoe clubs that use the facility. *The Department of Parks and Recreation will be responsible for maintaining the facility (Response to DPP Comment).*

14. Public Facilities

The proposed improvements should not result in significant demands on public facilities. Water consumption will increase slightly as canoes would be rinsed of salt water prior to storage.

A. No Action

A "No Action" alternative would preclude the occurrence of all impacts, short and long term, beneficial and adverse described in this Assessment. The No Action alternative would forego construction of a recreation facility and maintain the status quo.

B. Alternative Locations

Three alternative sites in the vicinity of the "Judges Pavilion" were considered. Scheme "A" proposed building the hālau in a wooded, triangular shaped area between the Judges Pavilion and the DAV property on the east. Field checks indicated that this site was too small to accommodate a 50' X 50' structure and rigging/work area. In addition, the orientation of the structure would have created an awkward arrangement for loading and unloading canoe trailers.

Scheme "B" proposed locating the hālau makai of the site of Scheme "A" and closer to the ocean. This site would have obstructed existing canoe loading and unloading circulation, eliminated an area now used for canoe staging during regattas, and obstructed viewing from the Judges Pavilion.

Scheme "C" would have located the hālau on the mauka side of the Judges pavilion. This site, while able to accommodate a 50' X 50' structure, was too small to accommodate both a structure and a canoe loading and unloading area.

AGENCIES AND ORGANIZATIONS TO BE CONSULTED
IN THE ASSESSMENT PROCESS

5

*The Draft Environmental Assessment for the Canoe Hālau at Keeki Lagoon Beach Park was published in the Office of Environmental Quality Control Environmental Notice of December 8, 2002 and December 23, 2002. Publication initiated a 30-day public review period ending on January 7, 2003. 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 A.*

City and County of Honolulu

- *Department of Planning and Permitting
- *Department of Parks and Recreation
- *Police Department
- *Fire Department

State of Hawaii

- Department of Land and Natural Resources
 - *Historic Preservation Division
- *Department of Health

United States

- **Department of the Army, Corps of Engineers*

Other

- Hui Waa
- Oahu Hawaiian Canoe Racing Association
 - Ālapa Hoe Canoe Club
 - Kai Po Ha Canoe Club
 - Kalihi-Kai Canoe Club
- Kalihi-Palama Neighborhood Board No. 15
- Kalihi Public Library (Placement)
- Salt Lake 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.

<u>PERMIT/APPROVAL</u>	<u>AUTHORITY</u>
City and County of Honolulu	
Special Management Area Permit	City Council
Grubbing, Grading, and Stockpiling Permit	Department of Planning and Permitting
Building Permit for Building, Electrical, Plumbing Sidewalk/Driveway and Demolition Work	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

DETERMINATION OF SIGNIFICANCE

7

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;**

Natural and cultural resources will not be adversely affected by the project.

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

The project will not curtail the range of beneficial uses of the environment. Kechi Lagoon Park is a beach park whose off-shore waters are considered ideal for canoe racing. The canoe hālau would complement this water recreation activity by providing a safe haven for storing club canoes.

- 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 will not substantially affect the economic or social welfare of the State.

- 5) **Substantially affects public health;**

Public health will 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 will not initiate population changes in the area or significant effects on public facilities.

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

Environmental quality should not be substantially degraded as a result of the 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 improve existing 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 premises.

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

Ambient air quality will be temporarily affected during construction 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 as the structure is being erected. 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 not proposed in coastal waters, in an erosion prone area, or on geologically hazardous land. The building site is not located in a flood hazard zone.

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

The low-rise improvements will not affect scenic vistas identified in county plans for the area. Located on the makai side of Nimitz Highway and the H-1 Viaduct, the canoe hālau will not obstruct public views of the shoreline from this roadway and existing trees in the immediate vicinity would screen the hālau from view.

The proposed improvements will not interfere with views towards the mountains.

13) Requires substantial energy consumption.

Energy for security lighting will be required.

REFERENCES

- Belt Collins & Associates. 1990. *Keehi Lagoon Canoe Competition Center, Keehi Lagoon Park, Environmental Assessment*. Prepared for Department of Transportation, Harbors Division, State of Hawaii.
- Chu, Michael S. and Robert B. Jones. 1987. *Coastal View Study*. Prepared for City and County of Honolulu, Department of Land Utilization.
- Department of Planning and Permitting, City and County of Honolulu. 1999. *Land Use Ordinance*.
- Department of Parks and Recreation. 1997. *Index of O'ahu Parks and Facilities*. City and County of Honolulu, Jeremy Harris, Mayor.
- Department of Land and Natural Resources, State of Hawaii, Historic Preservation Division. November 6, 2001. *Chapter 6-E-8 Historic Preservation Review of a Proposed Canoe Storage Facility at Keehi Lagoon Beach Park*.
- Federal Emergency Management Agency. 1990. *Flood Insurance Rate Map*. Community Panel No. _____.
- Noda, Edward K. and Associates, Inc. 1989. *Ke'ehi Lagoon Recreation Plan Final Environmental Impact Statement*. Prepared for State of Hawaii, Department of Transportation, Harbors Division.
- Park, Gerald Urban Planner. 2002. *Field Observation*.
- U.S. Department of Agriculture, Soil Conservation Service. 1972. *Soil Survey Report for Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*. In Cooperation with the University of Hawaii Agricultural Experiment Station.
- Wilson Okamoto and Associates, Inc. 1996. *Hart Street Wastewater Pump Station Force Main Replacement, Honolulu, Hawaii*. Final Environmental Assessment. Prepared for City and County of Honolulu Department of Wastewater Management.

APPENDIX A

COMMENT LETTERS AND RESPONSES



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
1400 RYCROFT STREET, SUITE 876
HONOLULU, HAWAII 96814-3021

GILBERT S. COLMANAGAMA, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCES MANAGEMENT

DEPUTY
DIRECTOR
LAKELI, HONOLULU

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



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

December 17, 2002

NAVY TO
ATTENTION OF
Regulatory Branch

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

Dear Mr. Park:

This responds to your request for comments on the environmental assessment (EA) for the proposed Canoe Halau at Kechi Lagoon Beach Park, Moanalua, Oahu, Hawaii (TMK 1-1-003:006, 007). We have reviewed the document with respect to the Corps' authority to issue Department of the Army (DA) permits under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Section 404 of the Clean Water Act (33 USC 1344).

Based on the information provided in the EA, I have determined that the proposed project will not involve work in waters of the United States, including adjacent wetlands, and therefore a DA permit will not be required.

File No. 200300162 has been assigned to this project. Should you have questions concerning this preliminary determination, please contact Mr. Peter Galloway of my staff (telephone (808) 438-8416; fax (808) 438-4060). Mailed correspondence should be addressed to: Regulatory Branch (CEPOH-EC-R/P, Galloway); U.S. Army Engineer District, Honolulu; Building 230; Fort Shafter, Hawaii 96858-5440.

Sincerely,

George P. Young, P.E.
George P. Young, P.E.
Chief, Regulatory Branch

Log #: 31237
Doc #: 0211EJ25

HAWAII HISTORIC PRESERVATION
DIVISION REVIEW

Applicant/Agency: Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

Address: Chapter 6E-8 Historic Preservation Review - Canoe Halau at Kechi
Lagoon Beach Park

SUBJECT: Moanalua
Kona, O'ahu
(1) 1-1-003:006, 007

1. We believe there are no historic properties present, because:

- a) intensive cultivation has altered the land
- b) residential development/urbanization has altered the land
- c) previous grubbing/grading has altered the land
- d) an acceptable archaeological assessment or inventory survey found no historic properties
- e) other: This area has been in-filled to enlarge the shoreline and it is unlikely that historic sites will be found.

2. This project has already gone through the historic preservation review process, and mitigation has been completed.

Thus, we believe that "no historic properties will be affected" by this undertaking

Staff: *Eilaine Jourdain* Date: *12/2/02*

Title: Eilaine Jourdain, Assistant Archaeologist O'ahu Phone (808) 692-8027

received
12.17.02

received
12.4.02

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

1000 HILUOHIA STREET, SUITE 307 • KAPOLEI, HAWAII 96707
TELEPHONE 808-492-5561 • FAX 808-492-5331 • INTERNET WWW.DDP.HONOLULU.HI



JEREMY WALKER
MAYOR

WILLIAM D. BALFOUR, JR.
DIRECTOR
EDWARD T. SKIPPA, DIAZ
DEPUTY DIRECTOR

GERALD PARK
Urban Planner

1400 RYEROFF STREET
SUITE 876
HONOLULU, HAWAII
96814-3021

December 10, 2002

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

Dear Mr. Park:

Subject: Environmental Assessment
Canoe Halau at Kechi Lagoon Beach Park

Thank you for the opportunity to review and comment on the Environmental Assessment relating to the Canoe Halau at Kechi Lagoon Beach Park.

We wish to point out that in addition to the three canoe clubs and several public high schools that practice at Kechi Lagoon, consideration will be given to other canoe clubs and public schools that request storage of their canoes at the new halau.

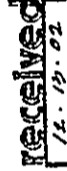
Should you have any questions, please contact Mr. John Reid, Planner, at 692-5454.

Sincerely,

W.D. Balfour
WILLIAM D. BALFOUR, JR.
Director

WDB:mk (J. Reid, MS)
(18-43)

cc: Mr. Don Griffin, Department of Design and Construction
bcc: Mr. Edward T. Skippa Diaz, Deputy Director
Mr. Jerome Marr, Departmental Staff Executive Assistant



February 14, 2003

William D. Balfour Jr., Director
Department of Parks and Recreation
City and County of Honolulu
1000 Uluohia Street, Suite 309
Kapolei, Hawaii 96707

Dear Mr. Balfour:

Subject: Canoe Halau at Kechi Lagoon Beach Park
TMK: 1-1-003: 006, 007
Moanalua, Honolulu, Oahu

Thank you for reviewing the Draft Environmental Assessment prepared for the subject project. We will revise the Draft Environmental Assessment to include the statement "consideration will be given to other canoe clubs and public schools that request storage of their canoes at the new halau".

We thank the Department of Parks and Recreation for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park
Gerald Park
Principal

c: G. Hee, DDC

CITY AND COUNTY OF HONOLULU
POLICE DEPARTMENT
101 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 928-3111
<http://www.honolulu.gov>
<http://www.honopolice.org>



JEREMY HARRIS
MAYOR

OUR REFERENCE CS-KP

LEE D. DONOHUE
CHIEF
OLSEN B. SAJIYAMA
PAUL D. PUFZLU
DEPUTY CHIEF

December 30, 2002

Received
1. 22. 03

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 draft environmental assessment for the Canoe Halau at Keehi Lagoon Beach Park.

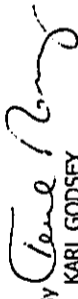
Overall, the proposed project should have minimal impact on the facilities and services of the Honolulu Police Department. However, we are concerned about major ceremonies conducted at the halau that may have an impact on traffic on Lagoon Drive and Nimitz Highway.

In addition, please note that the Keehi Lagoon Beach Park currently closes at 10 p.m.

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

Sincerely,

LEE D. DONOHUE
Chief of Police

By 
KARL GODSEY
Assistant Chief of Police
Support Services Bureau

Serving and Protecting with Aloha

February 14, 2003

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

GERALD PARK
Urban Planner

1400 RYCROFT STREET
SUITE 876
HONOLULU, HAWAII
96814-3021

TELEPHONE: (808) 942-7405
FACSIMILE: (808) 942-7405
E-MAIL: geraldp@hawaii.net

Dear Chief Donohue:

Subject: Canoe Halau at Keehi Lagoon Beach Park
TRK: 1-1-003: 006, 007
Moanalua, Honolulu, Oahu

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

There probably will be a ceremony to dedicate the halau. After that, there shouldn't be any major ceremonies conducted at the facility. Should a large scale event be planned at the park that includes the halau and other canoe racing facilities and park facilities, the organizers will be responsible for procuring the necessary park permits and for traffic and parking control.

Thank you for the information on the closing time.

We thank the Honolulu Police Department for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER


Gerald Park
Principal

c: G. Hee, DDC

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE (808) 523-4414 • FAX (808) 527-6743 • WEBSITE: www.cc.hawaii.gov



JEREMY HARRIS
MAYOR

ERIC G. CRISPIN, AIA
Acting Director

LORETTA K. C. CHIE
DEPUTY DIRECTOR

2002/ELOG-3492 (DT)

December 26, 2002

Received
12-27-02

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

Dear Mr. Park:

Keehi Lagoon Beach Park Canoe Halau
Tax Map Keys: 1-1-3: 6 and 7

This is in response to your letter dated November 27, 2002, requesting comments on the Draft Environmental Assessment (DEA) for a new canoe halau at Keehi Lagoon Beach Park. We have the following comments:

Zoning Regulations and Permits Branch

1. Keehi Lagoon Beach Park is within the Special Management Area. Thus, the project requires a Special Management Area Use Permit (SMP).
2. The EA should include a discussion of alternate sites (besides Keehi Lagoon) for the canoe halau.
3. A current location of the shoreline (based on a field survey less than one year old) should be shown on the site plan, along with the 55-foot shoreline waiver line. All work must be more than 55 feet from the shoreline. If any of the work is more than 40 feet, but less than 55 feet from the shoreline, a current certified shoreline survey is required. A shoreline setback variance will be required if any portion of the canoe halau is less than 40 feet from the shoreline.

Mr. Gerald Park
Page 2
December 26, 2002

4. The park is zoned P-2 General Preservation District. The front yard setback is 30 feet, and the maximum height is 25 feet. A waiver will be required if any portion of the canoe halau exceeds the permitted height.

5. Canoe halaus are treated as boat launching ramps for off-street parking purposes, and require 10 parking spaces. A waiver to allow a canoe halau with less than the minimum required off-street parking spaces may be required. The EA should state the number of existing parking spaces at the park, and discuss whether the current parking is adequate for the existing uses.

6. The Final EA should include the types of Best Management Practices which will be implemented during grading and construction of the halau.

7. Page 15 of the DEA states that the halau is not within the shoreline setback area. The distance of the halau to the shoreline should be included in this section.

8. Page 16 of the DEA states that runoff from the shoreline area either flows into Keehi Lagoon or into a drainage canal. A description of the surface runoff/drainage from the halau should be included in the EA.

9. The Final EA should describe how much (in cubic yards) clearing, grubbing, and grading will be done prior to construction of the halau.

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

Mr. Gerald Park
Page 3
December 26, 2002

Community Action Plans Branch (CAPB)

1. Project Profile summary on page i should list the Development Plan Land Use Map (DPLUM) designation as Parks and Recreation.
2. Section K., Land Use Controls on page 15, incorrectly describes the project site as designated Park according to the General Plan. The General Plan is a comprehensive statement of objectives and policies for future development; it does not include land use designations. The land use designations, which represent the desired long-range land use pattern for future development, are presented in the development plan land use maps. The project site is designated Parks and Recreation on the existing Primary Urban Center (PUC) DPLUM and Parks and Open Space on the proposed PUC DPLUM, both consistent with the proposed use.
3. Section 3 of the Final EA should describe the project's consistency with the policies and guidelines set forth in the General Plan, the existing and proposed DP, and the DPLUM designations for the project area, as appropriate.
4. Although the project "does not propose the use of marine resources and should not directly affect marine resources" (page 22), the primary activities associated with the canoe halau (canoe paddling) are performed in the ocean. Section 3 should address any anticipated indirect impacts of related paddling activities on marine resources.
5. How will the proposed project affect existing drainage problems? Will it improve or exacerbate the situation described on page 11 (i.e., "During heavy use, water ponds on the grass area between the shower and the ocean")?
6. The current draft does not address the type of flora that will be removed during construction. Will any existing trees on-site be removed (specifically in the area of the canoe loading ramp)?
7. Discussion of anticipated long-term traffic impacts associated with the proposed project should be included in the FEAs.

Mr. Gerald Park
Page 4
December 26, 2002

8. How will security and safety be addressed?
9. Who will be the responsible agency for facility maintenance?

Please contact Corlyn Olson Orr at 527-6073, should you have any questions regarding CAPB's comments.

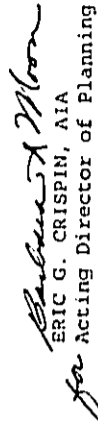
Civil Engineering Branch (CEB)

1. A geotechnical report may be required since it appears that the proposed canoe halau will be constructed over fill material.
2. Page 17, Section A: The second bullet describes the building site as being located in flood hazard Zone AE. However, on Page 13, Section E, it states that the site is located in Zone X.
3. Page 18, Section 3: Grubbing, grading and stockpiling shall be done in accordance with the Revised Ordinances of Honolulu, 1990, as amended. Furthermore, the work shall be done in accordance with the Rules Relating to Soil Erosion Standards and Guidelines.
4. Page 18, Section 4: Identify the "proper authority" to be notified.

Please contact Don Fujii at 527-7320, should you have any questions regarding CEB's comments.

Thank you for the opportunity to review the DEA.

Sincerely yours,


ERIC G. CRISPIN, AIA
for Acting Director of Planning
and Permitting

EGC:cs

cc: Dept. of Design and Construction (Laverne Higa)

DATE: DEC 19 2002

February 14, 2003

Eric G. Crispin, AIA, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Crispin:

Subject: Canoe Halau at Kechi Lagoon Beach Park
TMK: 1-1-003: 006, 007
Moanalua, Honolulu, Oahu

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

Zoning Regulation and Permits Branch

1. An application for SMA Permit will be submitted.
2. Because the canoe halau project was site specific for Kechi Lagoon Beach Park, only alternate sites within the beach park were considered.
3. As shown on the site plan (Figure 3), the halau will be sited approximately 78 feet inland of the high water mark. Since the siting is beyond the 55-foot shoreline waiver line, a current shoreline survey was deemed unnecessary.
4. A waiver to the height requirement will be applied for if the canoe halau exceeds the permitted height.
5. The Department of Parks and Recreation reports that there are 472 parking stalls at Kechi Lagoon Beach Park. Current parking is adequate for the existing uses, which includes canoe paddling activities. The halau is intended for protective storage of canoes currently stored in the open along the lagoon.
6. The types of Best Management Practices will be determined during the design phase of the project.
7. The halau is located approximately 78 feet inland of the high water mark.
8. Runoff from the halau would flow onto the open, grassy areas surrounding the halau. An existing shallow swale near the existing outdoor shower (to the east of the building site) is expected to receive runoff from the halau. The 50-60 foot long swale presently conveys runoff water from the shower in the direction of Kechi Lagoon. At the end of the swale, water either discharges into Kechi Lagoon or percolates into the ground.
9. The consulting engineers estimate the earthwork as 1,033 CY total excavation and 477 CY for embankment.

Community Action Plans Branch

1. The Project Profile has been revised to list the Development Plan Land Use Map designation as Parks and Recreation.
2. This section has been revised to indicate that Kechi Lagoon Beach Park is development planned (not general planned) Parks and Recreation.
3. The discussion on land use controls in the environmental assessment is considered sufficient.

Eric Crispin
Page 2
February 14, 2003

4. This environmental assessment is limited to evaluating impacts of a land based development. Evaluation of impacts on water quality, marine resources, and the benthic environment resulting from paddling activities is beyond the scope of this assessment.
5. During heavy rains, runoff from the halau would contribute to ponding conditions already experienced at this location. Runoff is known to accumulate in the area around the comfort station and outdoor shower.
6. Bermuda grass within the building site will be removed. Three mlo and 2 kamani trees and 2 coconut palms will be removed and relocated elsewhere in the park.
7. The canoe halau is not anticipated to generate long-term traffic impacts. Congestion may occur on the driveway fronting the halau when the various canoe clubs maneuver their trailers into and out from the canoe loading area. It is anticipated that the canoe clubs using the halau can and will arrange this activity to minimize scheduling conflicts and traffic congestion.
8. The decorative metal security gates will be padlocked. Primary security will be provided by the Honolulu Police Department.
9. The Department of Parks and Recreation will be the agency responsible for maintaining the facility.

Civil Engineering Branch

1. A geo-technical report (foundation investigation) was prepared for the project in August 2002.
2. The building site is located in flood hazard zone X. The Zone AE designation on Page 17 Section A will be revised to Zone X.
3. The City and County of Honolulu's Soil Erosion Standards and Guidelines will be identified.
4. If the burials appear to be less than 50 years old, the Honolulu Police Department will be notified. If the burials appear to be more than 50 years old, then the State Historic Preservation Officer will be notified. As a matter of protocol, both agencies will probably be notified for inspection and disposition of the finds.

We thank the Department of Planning and Permitting for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER


Gerald Park
Principal

c: G. Hee, DDC

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
3375 KOAHA STREET, SUITE 1425 • HONOLULU, HAWAII 96817-1865
TELEPHONE: (808) 831-7361 • FAX: (808) 831-7350 • INTERNET: WWW.HONOLULU.FI



Mr. Gerald Park
Page 2
January 6, 2003

ATTILIO K. LEONARDI
FIRE CHIEF
JOHN CLARE
DEPUTY FIRE CHIEF



January 6, 2003

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

Sincerely,

ATTILIO K. LEONARDI
Fire Chief

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

Dear Mr. Park:

Subject: Canoe Halaui at Keehi Lagoon Beach Park
Moanalua, Honolulu, Oahu
Tax Map Key: 1-1-003: 006 and 007

AKJ/SK:bh

cc: Laveme Higa, Department of Design and Construction

We received your letter dated November 27, 2002, requesting our comments on the Draft Environmental Assessment for the above-mentioned project.

The Honolulu Fire Department (HFD) requires that the following be complied with:

1. Provide a private water system where all appurtenances, hydrant spacing, and fire flow requirements meet Board of Water Supply standards.
2. Provide a fire department access road within 150 feet of the first floor of the most remote structure. Such access shall have a minimum vertical clearance of 13 feet 6 inches, be constructed of an all-weather driving surface complying with Department of Transportation Services (DTS) standards, capable of supporting the minimum 60,000-pound weight of our fire apparatus, and with a gradient not to exceed 20%. The unobstructed width of the fire apparatus access road shall meet the requirements of the appropriate county jurisdiction. All dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround having a radius complying with DTS standards.
3. Submit civil drawings to the HFD for review and approval.

GERALD PARK
Urban Planner

Planning
Land Use
Research

Environmental
Studies

1400 Rycroft Street
Suite 376
Honolulu, Hawaii
96814-3021

Telephone:
(808) 942-7484

Facsimile:
(808) 942-7485

e-mail:
geraldpark@aol.com

February 14, 2003

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

Dear Chief Leonardi:

Subject: Canoe Hālau at Keehi Lagoon Beach Park
TMK: 1-1-003: 006, 007
Moanalua, Honolulu, Oahu

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

1. The water system at Keehi Lagoon Beach Park is owned by the State of Hawaii and has been designed to Board of Water Supply standards.
2. The existing driveway through the park from Lagoon Drive provides access to all structures in the park.
3. Civil drawings will be submitted to HFD at the time of building permit application.

We thank the Honolulu Fire Department for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER



Gerald Park
Principal

c: G. Hee, DDC



STATE OF HAWAII
DEPARTMENT OF HEALTH
PO Box 3078
HONOLULU, HAWAII 96813-0778

DATE RECEIVED
02-11/2003

January 10, 2003

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

RECEIVED
1-11-03

Dear Mr. Park:

Subject Draft Environmental Assessment (DEA)
Canoe Halau at Keehi Lagoon Beach Park
Moanalua, Oahu
Tax Map Key: 1-1-003-006 & 007

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 the following comments:

Environmental Planning Office (EPO)

Keehi Lagoon is currently listed under section 303(d) of the Clean Water Act as a water body in which water quality is impaired by excessive nutrients, turbidity, and suspended solids. The impaired status of Keehi Lagoon requires that the Department of Health establish Total Maximum Daily Loads (TMDLs) suggesting how much the existing pollutant loads should be reduced in order to attain water quality standards in this water body.

Although these TMDLs are yet to be established and implemented, a first step in achieving TMDL objectives would be to prevent any project-related increases in pollutant loads. We expect that this would be accomplished through the proper application of suitable best management practices (BMP) in all phases of the proposed project, such as the construction phase BMPs discussed on p. 18 of the DEA. Please note that as of March 10, 2003, construction work exceeding one (1) acre in total disturbed area will require NPDES permit coverage.

When TMDLs are established for Keehi Lagoon, the State will establish pollutant load allocations for the surrounding lands and prepare an implementation plan containing recommendations for improving coastal water quality. One of the components of this implementation plan will be to reduce the polluted runoff entering the coastal waters from surrounding lands, thus we suggest that the proposed project include additional practices for reducing any pollutant loads carried by runoff from adjacent property and activities.

Mr. Gerald Park
January 10, 2003
Page 2

If you have any questions or would like more information on our TMDL program, please call David Penn at (808) 586-4337.

Clean Air Branch (CAB)

Control of Fugitive Dust

There is a significant potential for fugitive dust emissions during all phases of construction. Proposed construction activities will occur on the grounds of a public park and in proximity to existing business and residential establishments and major thoroughfares, thereby exacerbating potential dust problems.

It is recommended that a dust control management plan be developed which identifies and addresses all activities that have a potential to generate fugitive dust. Implementation of adequate dust control measures during all phases of development and construction activities is warranted. Construction activities must comply with provisions of Hawaii Administrative Rules, Chapter 11-60.1, "Air Pollution Control," Section 11-60.1-33, Fugitive Dust.

If you have any questions, please contact the Clean Air Branch at (808) 586-4200.

Sincerely,

June F. Harrigan - lum

JUNE F. HARRIGAN-LUM, MANAGER
Environmental Planning Office

c: EPO
CAB