

LINDA LINGLE
GOVERNOR



RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

RECEIVED STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097
JUN 12 2003

IN REPLY REFER TO:

HWY-K 4.030541

OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

TO: MS. GENEVIEVE SALMONSON, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: *for* RODNEY K. HARAGA, *Rodney K. Haraga*
DIRECTOR OF TRANSPORTATION

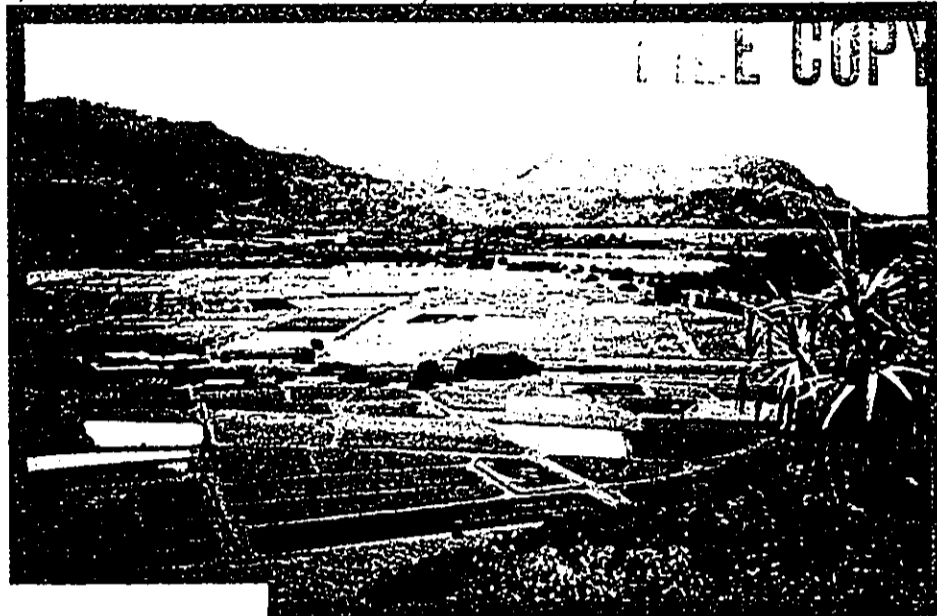
SUBJECT: HANAIEI VALLEY / HANAIEI NATIONAL WILDLIFE REFUGE
SCENIC STOP
TMK 5-3-01:16, ISLAND OF KAUAI, HAWAII
PROJECT NO. FLH-056-1(45)
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

The State of Hawaii Department of Transportation has reviewed the comments received on the subject project's Draft Environmental Assessment (EA) during the 30-day public comment period, which began on October 23, 2001. We have determined that this project will not have significant environmental effects and have issued a FONSI. Please publish this notice in the July 8, 2003 OEQC Environmental Notice.

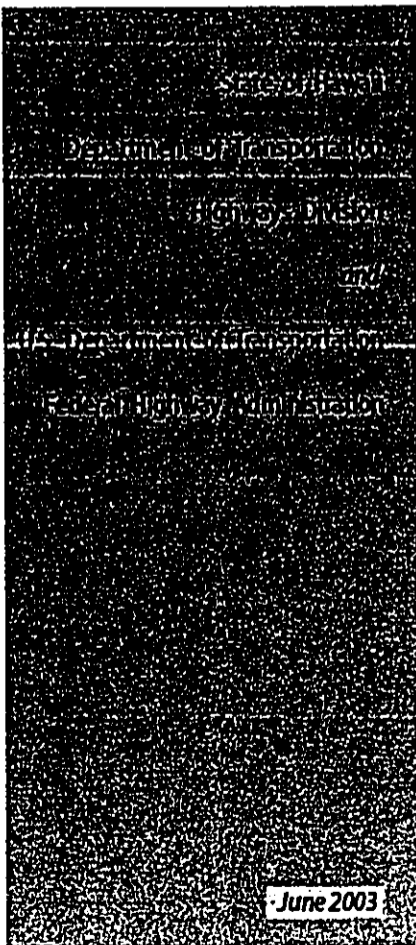
We have enclosed a completed OEQC Publication Form and four copies of the Final EA. Please call Mr. Steve Kyono, P.E., Highways Division, Kauai District Engineer, at (808)274-3111 if you have any questions.

Encls.

**Hanalei Valley /
Hanalei National
Wildlife Refuge
Scenic Stop**



**Final
Environmental
Assessment/
Finding of No
Significant Impact**



FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

For
Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
County of Kauai, Hawaii

The FHWA has determined that the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project will have no significant impact on the human environment. This FONSI is based on the attached EA, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

6/23/03
Date

Abraham Wong
For FHWA

RECEIVED
'03 JUN 24 AM 11:42
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

**HANAIEI VALLEY/HANAIEI NATIONAL
WILDLIFE REFUGE SCENIC STOP
County of Kauai, Hawaii**

**Final Environmental Assessment/
Finding of No Significant Impact**

Submitted Pursuant to the
National Environmental Policy Act, 42 U.S.C. 4332 (2)(c)
and
Hawaii Revised Statutes, Chapter 343

U.S. Department of Transportation
Federal Highway Administration
and
State of Hawaii Department of Transportation
Highways Division

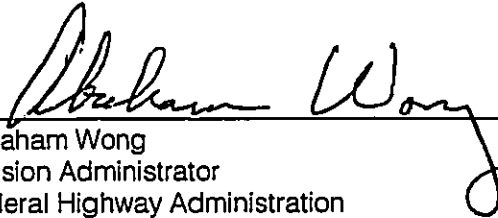
Cooperating Agency
U.S. Fish and Wildlife Service

JUN 23 2003

Date of Approval


Rodney K. Haraga
Director of Transportation
State of Hawaii Department of Transportation

Date of Approval


Abraham Wong
Division Administrator
Federal Highway Administration

The following persons may be contacted for additional information concerning this document:

Mr. Abraham Wong, Division Administrator
Federal Highway Administration
P.O. Box 50206
300 Ala Moana Boulevard
Honolulu, Hawaii 96850
(808) 541-2700

Mr. Steven M. Kyono, P.E., District Engineer
Highways Division, Kauai District
State of Hawaii Department of Transportation
3060 Eiwa Street, Room 205
Lihue, Kauai, Hawaii 96766
(808) 274-3111

This Final Environmental Assessment / Finding of No Significant Impact documents impact studies of a proposal to develop a new scenic stop overlooking the picturesque and world-famous Hanalei Valley and the Hanalei National Wildlife Refuge (NWR or Refuge). The valley floor is used to cultivate taro and its wetland conditions are also used as protected habitat for endangered Hawaiian waterbirds. The new scenic stop would be located approximately a one-half mile east of the existing Hanalei Valley scenic stop on Kuhio Highway. The new scenic stop would be about three acres in size and include a new intersection on Kuhio Highway, overlooks of the valley, a parking lot, and a visitor information center. The overlooks would provide new publicly accessible views of Hanalei Valley, which would be substantially more panoramic than the views from the existing scenic stop. The project would provide greater public opportunities to view the picturesque Hanalei Valley and would foster greater public understanding of Hanalei NWR, the endangered species of the Refuge and the rich natural and cultural history of the valley.

SUMMARY

A new scenic stop overlooking Hanalei Valley and the Hanalei National Wildlife Refuge (NWR) is proposed by a public-private partnership involving the State of Hawaii Department of Transportation Highways Division (HDOT), the Federal Highway Administration (FHWA), the U.S. Fish and Wildlife Service (USFWS) and Princeville Corporation. The proposed scenic stop will be on the North Shore of the island of Kauai, Hawaii, approximately one-half mile east of the existing Hanalei Valley scenic stop on Kuhio Highway, Route 56 (see Figure S-1).

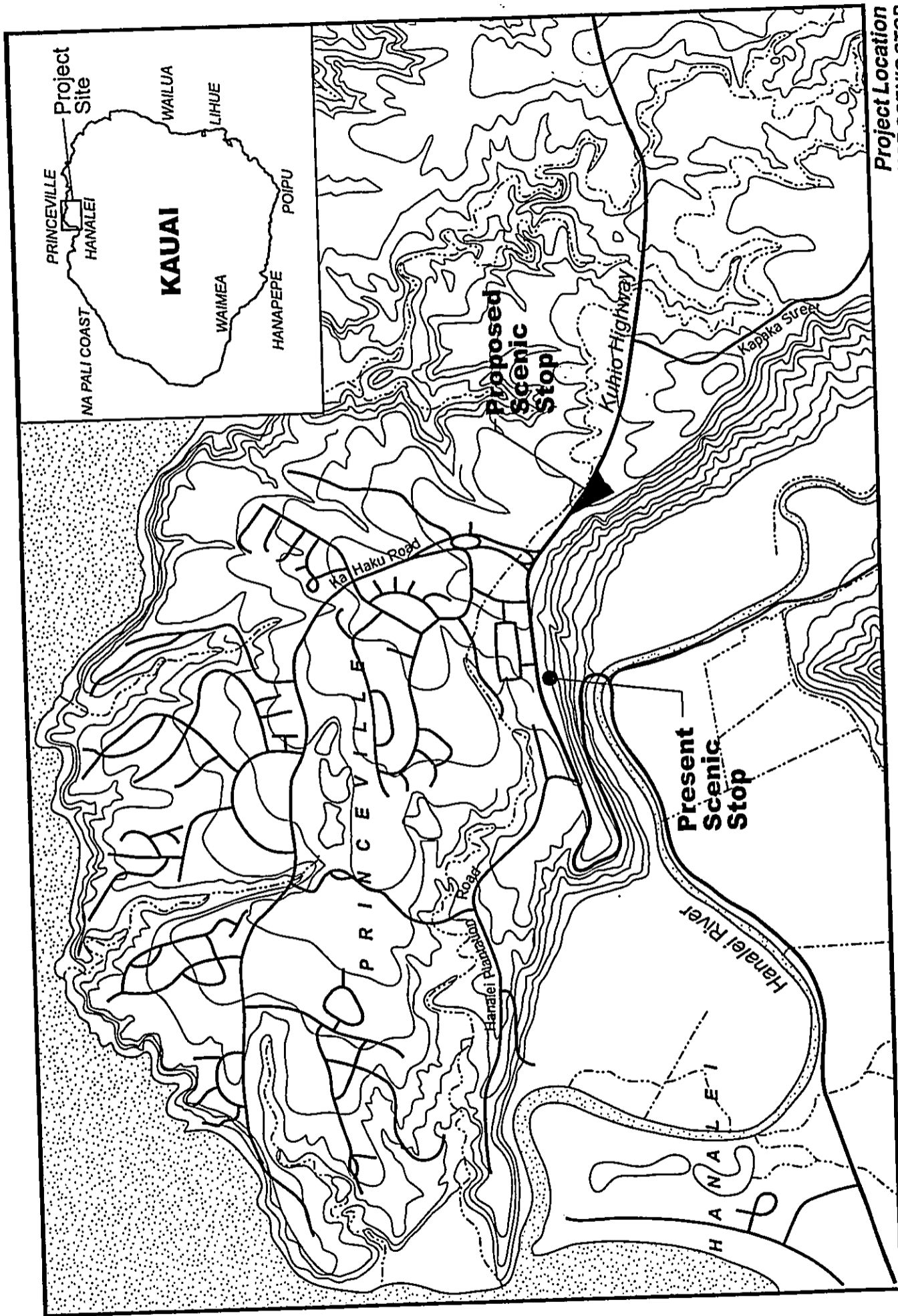
The picturesque and world-famous Hanalei Valley is one of the State's best natural and visual resources. The valley floor is used to cultivate taro, continuing a 1200-year practice that pre-dates western contact. Wetlands on the valley floor are also used as habitat for endangered Hawaiian waterbirds, which include the Hawaiian duck, Hawaiian stilt, Hawaiian coot and Hawaiian moorhen. In addition, the endangered Hawaiian hoary bat and approximately 50 other species of birds are found in the valley. A National Wildlife Refuge (Hanalei NWR or Refuge) was established in parts of the valley in 1972 to protect the habitat of the endangered waterbirds and provide for recovery of these birds. The Refuge is under the administration of the USFWS.

A Draft Environmental Assessment (EA) was completed and distributed for public review in October 2001. This Final Environmental Assessment has been prepared in accordance with Chapter 343 of the Hawaii Revised Statutes (HRS) and the National Environmental Policy Act (NEPA) to address comments and concerns received during the public review of the Draft EA. This Final EA documents studies of the environmental and social impacts of the proposed scenic stop.

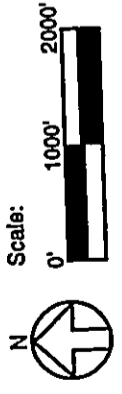
S.1 PROJECT DESCRIPTION

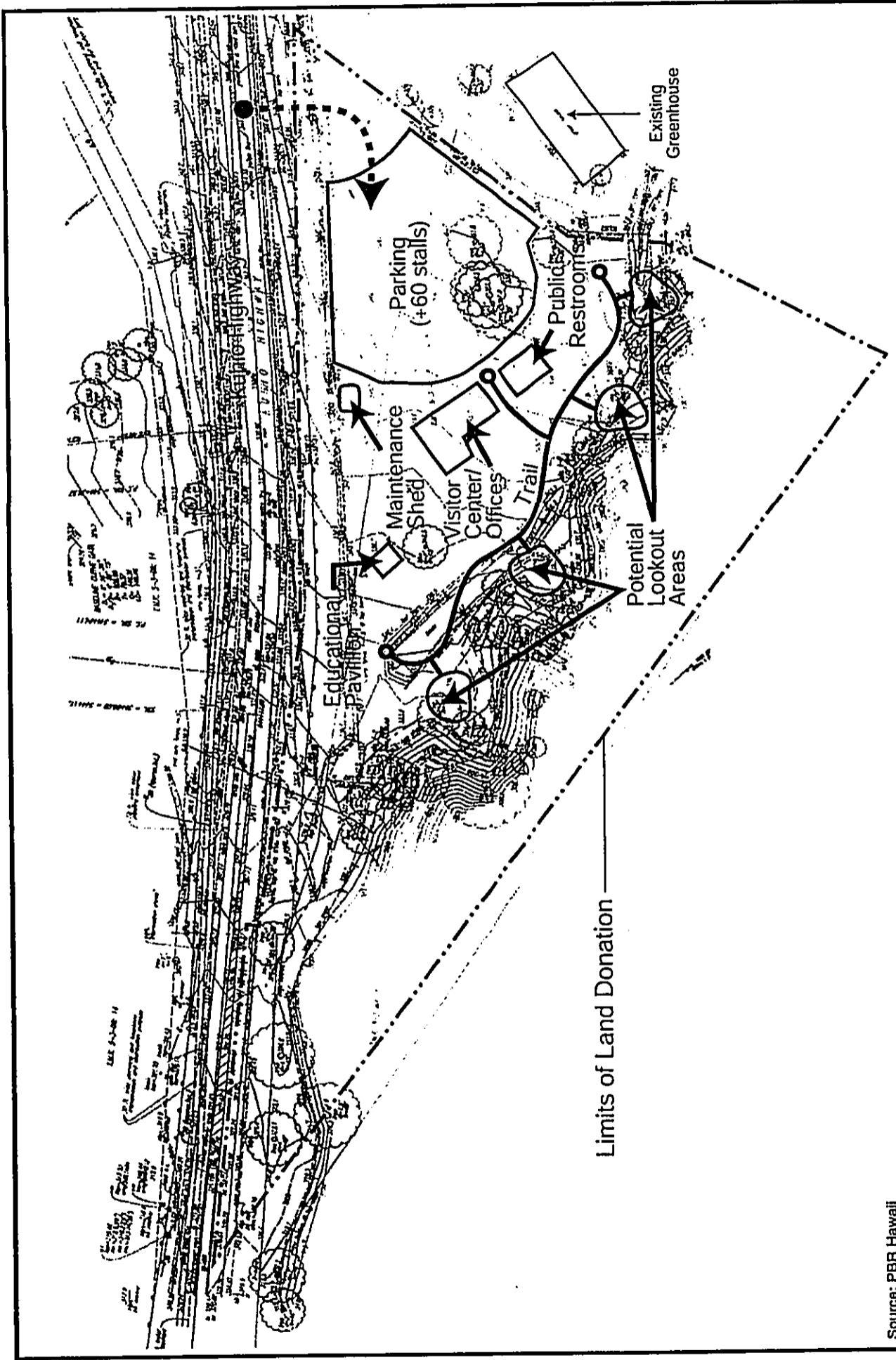
The new scenic stop will require the subdivision and removal of approximately six acres from tax map key (TMK) 5-3-01:16. The property will be donated by the current owner, Princeville Corporation, to the USFWS. Approximately three of the six acres will be developed as the new scenic stop. The other three acres, consisting of remnant pieces and steep side slopes, are included in the land donation so that the area developed as the scenic stop will be contiguous with the NWR. These areas will also provide a buffer between the facility and the Refuge.

A conceptual layout of the elements of the proposed scenic stop is provided on Figure S-2. The proposed scenic stop will include scenic overlooks, a new intersection on Kuhio Highway, a visitor information center, and support facilities including a parking lot, a maintenance and storage building, and possibly an open-air pavilion and garden. The overlooks will provide new, publicly accessible views of Hanalei Valley, including that of Hanalei Bay, that will be substantially more panoramic than the views from the existing scenic stop. The visitor information center will feature environmental and possibly historic/cultural interpretive displays. The visitor center will also include restrooms and a book and gift shop. Proceeds from the shop will be used to finance the operation and maintenance of the facility. Although the restrooms and shop may be located within separate enclosures from the visitor information center, they will all be connected by one roof.

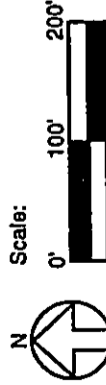


HANALEI VALLEY/HANAPEPE NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
 FIGURE S-1





Source: PBR Hawaii



Conceptual Layout of Proposed Hanalei Valley and Hanalei NWR Scenic Stop
 HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
 FIGURE S-2

The existing scenic stop will remain open, but to improve operational conditions on Kuhio Highway, access will be modified to allow only right turns into and out of the site. The median of Kuhio Highway fronting the existing stop will be painted with double solid lines, signage will be erected prohibiting left turns into the existing stop, and a raised curbed island may be placed between the scenic stop and Kuhio Highway. These modifications to the existing stop constitute the "No Build Alternative". HDOT intends to implement these changes to the existing stop regardless of whether the proposed new stop is constructed.

HDOT's primary interest in the project is ensuring smooth operation of Kuhio Highway and the safety of motorists stopping to view Hanalei Valley and Refuge. HDOT will help design the new intersection on Kuhio Highway and will need to approve the connection of the new scenic stop to the highway.

USFWS will accept the land donation from Princeville Corporation and incorporate the donated area into the Hanalei NWR. The USFWS will also accept the constructed scenic stop facility and be responsible for its maintenance and operation. The estimated construction cost of the new scenic stop is \$3 to \$4 million. Construction may begin as soon as 2005. The USFWS believes that the not-for-profit bookstore will generate sufficient operational and maintenance funding.

Financial support for design will come from Public Lands Highways (PLH) discretionary funds, and possibly Enhancement Funds established under the Transportation Equity Act of the 21st Century (TEA-21). Funding for the construction of the project will need to be appropriated. It is anticipated that funds will be provided from PLH discretionary and reauthorization of TEA-21. Both funding programs are administered by the FHWA.

S.2 PROJECT PURPOSE

The purpose of the project is to create an improved Hanalei Valley and Hanalei NWR scenic stop. The new stop will accommodate current and future demand for a scenic overlook and provide residents and visitors with an improved educational experience. In addition to providing a more panoramic view of the valley, the proposed scenic stop will not have the uncontrolled and limited access problems of the existing scenic stop. The environmental and cultural importance of Hanalei Valley and NWR provide an excellent opportunity to enhance public environmental education and provide publicly accessible interpretations of the environment, history, and culture of the valley and Refuge.

Although the view from the existing scenic stop provides a spectacular and well-known view of Hanalei Valley, the existing stop is not capable of meeting the project objectives described above. The existing stop has space for only six to eight cars, preventing motorists from pulling over and viewing the valley when the parking is full. In addition, the viewing area of the existing stop is only about 40 feet from Kuhio Highway, a source of substantial roadway noise and a stark contrast with the peaceful setting of the valley. Finally, the existing scenic stop does not have enough space to provide the kinds of environmental and cultural displays and facilities necessary to provide the public educational objectives of the project. Nevertheless, the existing scenic stop will remain open, even with construction of the proposed project.

S.3 PLANNING PROCESS

Environmental review in accordance with the Hawaii Revised Statutes (HRS) Chapter 343 and the National Environmental Policy Act (NEPA) is required for the proposed project because of HDOT, FHWA and USFWS involvement. Under State Law, use of State land, such as the Kuhio Highway right-of-way, and use of any land within the State's Conservation District, triggers environmental review. Most of the project site is in the State Conservation District. Since federal funds will also be used for design and construction, the project must comply with NEPA environmental review provisions. In addition, other federal laws apply to the proposed project, such as Section 7 of the Endangered Species Act and Section 106 of the National Historic Preservation Act. Compliance with these requirements is either ongoing or has been completed. This Final EA documents the status of project compliance with federal regulations.

HDOT and FHWA, as the project's sponsoring agencies, selected an EA as the project's environmental review document to determine whether the project would cause significant impact. USFWS is a cooperating agency in the EA process because acquiring land and managing the site require compliance with NEPA.

Following agency and public review of the Draft EA, the HDOT and the FHWA have determined that the project will not have a significant impact. Therefore, under HRS Chapter 343 and NEPA, both HDOT and FHWA have issued Findings of No Significant Impact (FONSI), and prepared this Final EA. This Final EA documents analyses, reports, and reviews of agency and public comments received throughout project planning. Analyses triggered by agency and public comments continue to indicate that the project would not cause a significant impact.

The Regional Director of the USFWS, Region 1, will now decide whether to accept the land donation from Princeville Corporation. If the donation were accepted, the USFWS will prepare a decision document based on this EA, and the public will be notified.

S.4 IMPACTS AND MITIGATION

Table S-1 summarizes the environmental and social impacts of the No Build and Build alternatives. A summary of mitigation measures for each adverse impact is also provided.

S.5 APPROVALS AND PERMITS

The following permits or approvals will be required prior to the construction of the new scenic stop:

- State National Pollutant Discharge Elimination System Permit for stormwater discharges during construction;
- State Coastal Zone Management Consistency Concurrence;
- State Conservation District Use Permit;
- State Agricultural District Special Permit;
- County Class IV Zone Permit; and

Table S-1
Summary of Potential Environmental Impacts and Proposed Mitigation

No Build Alternative	Build Alternative
GEOLOGIC CONDITIONS AND HAZARDOUS WASTE	
<u>Construction or Immediate Impacts.</u> None.	<u>Construction or Immediate Impacts.</u> Construction activities will generate solid waste. Excavated material is expected to be free of contamination.
<u>Long-Term or Operational Impacts.</u> None.	<u>Long-Term or Operational Impacts.</u> The proposed scenic stop will conform to the existing contours of the project site, including the overlook areas, which will be placed on natural ridge formations to maximize viewing opportunities of the valley without requiring substantial excavation.
<u>Mitigation.</u> None required.	<u>Mitigation.</u> Solid waste generated during construction will be properly handled and disposed of in accordance with State of Hawaii Department of Health (SDOH) requirements.
WATER RESOURCES	
<u>Construction or Immediate Impacts.</u> None.	<u>Construction or Immediate Impacts.</u> Construction activities could generate erosion and sedimentation by stormwater passing through temporarily un-vegetated areas cleared by construction.
<u>Long-Term or Operational Impacts.</u> None.	<u>Long-Term or Operational Impacts.</u> Stormwater from the parking lot and driveway will flow towards the Kuhio Highway drainage system. Stormwater discharges from the section of Kuhio Highway fronting the project site drain to a pond in the Princeville Golf Course, which acts as a retention basin. Automobile-related pollutants generated at the scenic stop will therefore not enter the valley, and impacts to Hanalei River, associated wetlands and Hanalei Bay or other ocean sites are not anticipated.
<u>Mitigation.</u> None required.	<u>Mitigation.</u> Best Management Practices will be implemented to control erosion during construction. The capacity of the highway storm drain system will be analyzed, and if necessary, additional measures will be provided to ensure that additional stormwater load from the driveway and parking lot can be accommodated. New storm drain systems, if any, would meet HDOT's design criteria.
BIOLOGICAL RESOURCES	
<u>Construction or Immediate Impacts.</u> None.	<u>Construction or Immediate Impacts.</u> Vegetational communities will be cleared by construction of the scenic stop, but these communities are dominated by non-native plants and do not contain threatened or endangered species. The diversity of the region's botanical resources will not be affected.

**Table S-1
 Summary of Potential Environmental Impacts and Proposed Mitigation
 (Continued)**

No Build Alternative	Build Alternative
BIOLOGICAL RESOURCES (CONTINUED)	
<p><u>Construction or Immediate Impacts (cont).</u> See above.</p>	<p><u>Construction or Immediate Impacts (cont).</u> Much of the naturalized vegetation will remain, such as along the bluff line. Habitat of non-native relatively common faunal species may be displaced due to construction of the scenic stop. Habitat of threatened or endangered species will not be affected by construction. Although the endangered Hawaiian hoary bat was not observed during a USFWS survey, they have been observed flying along the cliffs and in the valley. Therefore, clearing activities will take place in a manner and time period to minimize or eliminate potential impacts on the bat, as discussed below.</p>
<p><u>Long-Term or Operational Impacts.</u> None.</p>	<p><u>Long-Term or Operational Impacts.</u> The project site will be landscaped. Landscaping on at least part of the site will use native species to the extent possible. Further landscaping of the project site will be conducted by USFWS on an ongoing basis.</p> <p>Animals that occur on the Refuge or use other parts of Hanalei Valley as habitat will not be attracted to the proposed scenic stop because the site will not provide conditions favored by these species. For example, the Hawaiian goose, or Nene, could be attracted to the site if the type of landscape vegetation favored by this species for food is used, or if picnicking is allowed. However, these site conditions will be avoided, as discussed below.</p>
<p><u>Mitigation.</u> None required.</p>	<p><u>Mitigation.</u> Vegetational clearing activities will not be conducted during the months of June and July, the peak breeding season of the Hawaiian hoary bat, which could roost in trees within the project site.</p> <p>Landscaping will be provided. Details of the landscaping plan will be developed during the design phase. Much of the landscaping will include native species.</p> <p>The project landscape architects will coordinate with USFWS to ensure that landscape vegetation is not of the type favored by Nene for food. In addition, picnicking will not be allowed and food will not be sold at the visitor center bookstore.</p>

**Table S-1
Summary of Potential Environmental Impacts and Proposed Mitigation
(Continued)**

No Build Alternative	Build Alternative
BIOLOGICAL RESOURCES (CONTINUED)	
Mitigation (cont.). See above.	Mitigation (cont.). Security lighting on scenic stop buildings will be shielded and be of minimal intensity necessary only for security purposes to prevent them from attracting endangered Hawaiian dark-rumped petrels and threatened Newell's Shearwaters.
AIR QUALITY AND NOISE	
Construction or Immediate Impacts. None.	Construction or Immediate Impacts. Fugitive dust emissions (particulate matter of relatively large size) may be generated during construction. Construction will normally occur during daylight hours when occasional loud noises are more tolerable. Since most construction activities will be away from noise sensitive land uses, disruptions of normal activities from construction-related noise are not anticipated.
Long-Term or Operational Impacts. Hanalei Valley residents will continue to hear noisy activities occurring at the existing overlook, especially if they are working in the taro fields near the scenic stop.	Long-Term or Operational Impacts. Vehicles moving about the parking lot will produce air emissions, but these emissions will be minute in a regional context. The noisiest activities expected to occur at the scenic stop will be the operation of maintenance equipment. These activities are normal within the context of the surrounding area, and will occur only during the day when loud noises are more tolerable. Hanalei Valley residents may be able to hear noisy activities along the bluff (e.g., onlookers yelling or talking loudly), especially if they are working in the taro fields near the project site.
Mitigation. None required.	Mitigation. Standard measures to control dust will be employed during construction, such as watering during dry conditions, limiting areas of disturbance, and installation of windbreaks when appropriate. SDOH's community noise control standards will be followed.
LAND USE	
Construction or Immediate Impacts. None.	Construction or Immediate Impacts. The land use of the project site will change from low level commercial agriculture to public facility.
Long-Term or Operational Impacts. Princeville Corporation would continue implementation of its master plan, which includes expansion of	Long-Term or Operational Impacts. The proposed scenic stop will not dictate nor is it related or connected to any urban development indicated in

Table S-1
Summary of Potential Environmental Impacts and Proposed Mitigation
(Continued)

No Build Alternative	Build Alternative
LAND USE (CONTINUED)	
<p><u>Long-Term or Operational Impacts (cont.)</u>. Princeville Shopping Center and new residential subdivisions. USFWS may implement projects in the Refuge, which may materialize from the upcoming Comprehensive Conservation Plan.</p>	<p><u>Long-Term or Operational Impacts (cont.)</u>. the Princeville Resort Master Plan. It will also not dictate, or compromise any future plans by the USFWS to manage the Refuge.</p>
<p><u>Mitigation</u>. None required.</p>	<p><u>Mitigation</u>. None required.</p>
CULTURAL AND SOCIAL CHARACTERISTICS	
<p><u>Construction or Immediate Impacts</u>. None.</p>	<p><u>Construction or Immediate Impacts</u>. The project site is not currently used for any social, economic or cultural activity.</p>
<p><u>Long-Term or Operational Impacts</u>. Farmers working near the existing overlook will continue to have their privacy compromised by onlookers at the existing scenic stop as visitors continue to use it.</p>	<p><u>Long-Term or Operational Impacts</u>. The scenic stop will provide information about the threatened and endangered species that use the Refuge, and the natural and cultural history of Hanalei Valley.</p> <p>Upon opening, the USFWS estimates that scenic stop would attract approximately 1000 to 1100 visitors a day arriving by automobile and bus. Visitors are expected to spend about 15 to 30 minutes at the facility. It is not expected that the scenic stop would cause an increase in the total number of visitors who tour or stay on the North Shore.</p> <p>The bookstore will generate a small amount of economic activity, with proceeds used to maintain the facility. It is not expected to adversely affect sales at the Princeville Shopping Center or other nearby retailers because merchandise at the bookstore would be limited and narrowly focused on the Hanalei NWR and the natural and cultural history of the valley and Hawaii.</p> <p>The privacy of the two farming residences nearest to the proposed overlooks will be compromised by the project. Farmers working in the taro fields near the proposed overlook could also feel their privacy affected by onlookers in a manner similar to how they may presently feel about the existing overlook.</p>
<p><u>Mitigation</u>. None required.</p>	<p><u>Mitigation</u>. None required. However, the USFWS will work with the State Historic Preservation Division, the Office of Hawaiian Affairs and other interested parties so that historic information about Hanalei Valley and surrounding area will be</p>

**Table S-1
Summary of Potential Environmental Impacts and Proposed Mitigation
(Continued)**

No Build Alternative	Build Alternative
CULTURAL AND SOCIAL CHARACTERISTICS (CONTINUED)	
Mitigation (cont.). See above.	Mitigation (cont.), presented in a historically accurate and culturally sensitive manner. Landscaping will be used to screen sensitive areas of the residences that would otherwise be visible from the proposed scenic stop. Telescopes are not proposed.
TRAFFIC CONDITIONS	
<u>Construction or Immediate Impacts.</u> The re-striping of the Kuhio Highway median fronting the existing scenic stop, and the placement of a curbed island, will temporarily affect traffic flow.	<u>Construction or Immediate Impacts.</u> Construction on the project site will not affect traffic flow on Kuhio Highway, except when large or slow-moving vehicles enter or leave the site. However, construction of the new intersection on Kuhio Highway will affect traffic flow because lane closures would likely be required for a limited period of time.
<u>Long-Term or Operational Impacts.</u> Prohibiting left turns into the existing scenic stop will immediately improve traffic safety.	<u>Long-Term or Operational Impacts.</u> Based on the expected visitor attendance (see above), the USFWS estimates that the scenic stop would attract about 360 automobiles and four to ten buses per day. The space available along the section of Kuhio Highway that fronts the project site is sufficient for an intersection to accommodate this demand, including lanes for left turning vehicles. Therefore, delays to through traffic on Kuhio Highway will not occur. Prohibiting left turns at the existing scenic stop will immediately improve traffic safety.
<u>Mitigation.</u> The re-striping of Kuhio Highway will not be conducted during peak traffic periods.	<u>Mitigation.</u> To minimize traffic disruptions during construction of the new intersection, activities that require lane closures will be limited to off-peak hours. Design criteria of the new intersection will include adequate storage for left turning vehicles so that through traffic is unaffected.
HISTORIC PROPERTIES	
<u>Construction or Immediate Impacts.</u> None.	<u>Construction or Immediate Impacts.</u> The area subject to construction and landscaping does not contain historic or archaeological resources eligible for the National Register of Historic Places (historic properties). Chances of uncovering subsurface resources are small.

**Table S-1
 Summary of Potential Environmental Impacts and Proposed Mitigation
 (Continued)**

No Build Alternative	Build Alternative
HISTORIC PROPERTIES (CONTINUED)	
<p><u>Long-Term or Operational Impacts.</u> None.</p>	<p><u>Long-Term or Operational Impacts.</u> Pooku Heiau and the Hanalei NWR Historic and Archaeological District were identified as the only historic properties within the project's Area of Potential Effect, as defined by Section 106 of the National Historic Preservation Act. Various organizations were consulted including the State Historic Preservation Division (SHPD), the Office of Hawaiian Affairs and Hui Malama I Na Kupuna O Hawaii Nei. The project will not affect the characteristics of these properties that make them historic. For example, no intrinsic connection or purpose associated with the heiau and the project site was identified. In accordance with Section 106 of the National Historic Preservation Act, FHWA rendered "no adverse effect" determinations on these properties. The State Historic Preservation Officer concurred with these determinations.</p>
<p><u>Mitigation.</u> None required.</p>	<p><u>Mitigation.</u> None required. See mitigation under Cultural and Social Characteristics.</p>
VISUAL AND AESTHETIC RESOURCES	
<p><u>Construction or Immediate Impacts.</u> None.</p>	<p><u>Construction or Immediate Impacts.</u> None.</p>
<p><u>Long-Term or Operational Impacts.</u> None.</p>	<p><u>Long-Term or Operational Impacts.</u> The proposed scenic stop will provide the public a new, more expansive and panoramic view of Hanalei Valley. The new scenic stop will provide views of Hanalei Town and Bay, and views that extend deeper into the valley. The view from the existing overlook will be maintained.</p> <p>The railings of the new overlooks will be visible from the valley floor in a manner similar to how the existing overlook is visible from the valley floor. The scale and design of the scenic stop will be consistent with the setting. The buildings will be set back from the bluff line and much of the natural vegetation will remain. However, one or more of the buildings will likely be visible from certain vantage points in the valley depending on how the buildings are situated and the landscaping.</p> <p>The project site is visible from a location at the upper end of the Princeville Ag Subdivision. However, Princeville Shopping Center is also visible</p>

**Table S-1
Summary of Potential Environmental Impacts and Proposed Mitigation
(Continued)**

No Build Alternative	Build Alternative
VISUAL AND AESTHETIC RESOURCES (CONTINUED)	
Long-Term or Operational Impacts. See above.	Long-Term or Operational Impacts (cont.). from this vantage point. Pooku Heiau largely blocks the view of the project site from the subdivision.
Mitigation. None required.	<p>Mitigation. Various set-back, architectural and landscaping schemes and designs will be explored to screen the new buildings from important vantage points on the valley floor while still maintaining the functions of the scenic stop. The overlook will be designed to blend in with the landscape.</p> <p>Further public involvement will be conducted regarding the architectural and landscaping schemes as they are developed.</p>

- County Open District Zone Use Permit.

Prior to the USFWS acceptance of the scenic stop, USFWS will have to conduct the following activities:

- Pre-acquisition contamination study
- Refuge compatibility determination; and
- Final decision document for Regional Director, Region 1, approval

S.6 COMMENTS AND COORDINATION

Project scoping and public involvement activities have included written correspondence with relevant government agencies, landowners, and community and environmental organizations; public information meetings; and individual small group meetings.

Over 25 federal, State and County agencies; environmental, civic and community organizations; and landowners were contacted early in the planning process for information to help prepare the EA and comments on potential impacts of the project. The following agencies and organizations provided input during this pre-consultation phase:

- USFWS
- U.S. Army Corps of Engineers
- State of Hawaii Department of Land and Natural Resources (DLNR), Division of Forestry and Wildlife
- DLNR Historic Preservation Division (SHPD)
- State of Hawaii Office of Hawaiian Affairs

- County of Kauai Department of Water
- Kauai Historic Preservation Review Commission
- Hanalei Heritage River

Agency consultation for compliance with the following environmental regulations was also conducted prior to completion of the Final EA:

- Section 7 of the Endangered Species Act (USFWS)
- Section 106 of the National Historic Preservation Act (SHPD)
- Farmland Protection Policy Act (Natural Resources Conservation Service)

Two public information meetings were conducted. The first meeting was held on the evening of August 29, 2000, and the second meeting was held on the evening of November 2, 2000. Both meetings were held at the Hanalei School Cafetorium. Twenty-seven people attended the first meeting, and 28 people attended the second meeting. Representatives of HDOT, FHWA, USFWS, Princeville Corporation and the project consultants were in attendance at the meetings.

The first meeting was used to present the project and to conduct pre-consultation on the project's EA. Questions and comments mostly pertained to requests that project sponsors consider more or different alternatives. Alternatives suggested by meeting participants varied from keeping the existing scenic stop with slight modifications, to providing a larger scenic stop that could accommodate a multi-purpose visitor center with sufficient parking for bus staging operations.

Much of the second meeting was spent discussing project alternatives. Many of the participants questioned the need for the new scenic stop and safety conditions at the existing scenic stop. Other commenters voiced concern about long-term maintenance of the new facility. Some people in the audience preferred modifying the existing scenic stop to improve safety, and were not in favor of the proposed new scenic stop.

After the second meeting, there was concern that the views of certain organizations that would be affected by the project were not being heard. Therefore, following the second public meeting, HDOT conducted small group meetings with the following interested parties:

- Kauai Visitors Bureau (KVB), Marketing Committee
- Kauai Economic Development Board
- Princeville Community Association, Executive Committee
- North Shore Business Council
- Hanalei Roads Committee
- Hanalei NWR farmers
- Mayor Maryanne Kusaka
- Council chair Ronald Kouchi
- Council member Kaipō Asing
- Council member Bryan Baptiste
- Council member Gary Hooser
- Council member Daryl Kaneshiro
- Council member Jimmy Tokioka

CORRECTION

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

- County of Kauai Department of Water
- Kauai Historic Preservation Review Commission
- Hanalei Heritage River

Agency consultation for compliance with the following environmental regulations was also conducted prior to completion of the Final EA:

- Section 7 of the Endangered Species Act (USFWS)
- Section 106 of the National Historic Preservation Act (SHPD)
- Farmland Protection Policy Act (Natural Resources Conservation Service)

Two public information meetings were conducted. The first meeting was held on the evening of August 29, 2000, and the second meeting was held on the evening of November 2, 2000. Both meetings were held at the Hanalei School Cafetorium. Twenty-seven people attended the first meeting, and 28 people attended the second meeting. Representatives of HDOT, FHWA, USFWS, Princeville Corporation and the project consultants were in attendance at the meetings.

The first meeting was used to present the project and to conduct pre-consultation on the project's EA. Questions and comments mostly pertained to requests that project sponsors consider more or different alternatives. Alternatives suggested by meeting participants varied from keeping the existing scenic stop with slight modifications, to providing a larger scenic stop that could accommodate a multi-purpose visitor center with sufficient parking for bus staging operations.

Much of the second meeting was spent discussing project alternatives. Many of the participants questioned the need for the new scenic stop and safety conditions at the existing scenic stop. Other commenters voiced concern about long-term maintenance of the new facility. Some people in the audience preferred modifying the existing scenic stop to improve safety, and were not in favor of the proposed new scenic stop.

After the second meeting, there was concern that the views of certain organizations that would be affected by the project were not being heard. Therefore, following the second public meeting, HDOT conducted small group meetings with the following interested parties:

- Kauai Visitors Bureau (KVB), Marketing Committee
- Kauai Economic Development Board
- Princeville Community Association, Executive Committee
- North Shore Business Council
- Hanalei Roads Committee
- Hanalei NWR farmers
- Mayor Maryanne Kusaka
- Council chair Ronald Kouchi
- Council member Kaipō Asing
- Council member Bryan Baptiste
- Council member Gary Hooser
- Council member Daryl Kaneshiro
- Council member Jimmy Tokioka

- Council member Randal Valenciano
- Kilauea Neighborhood Association
- County of Kauai Planning Department
- KVB Board of Directors
- Hawaii Transportation Association
- Kauai Police Department
- Hanalei School
- Kauai Chamber of Commerce
- Princeville Community Association, General Membership
- Kauai State Legislators
- Kauai Historic Preservation Review Commission
- Contractors Association of Kauai

The project's Draft EA was announced in the October 23, 2001 edition of the Environmental Notice, which initiated a 30-day public comment period that ended on November 23, 2001. Copies of the Draft EA were mailed to federal, State and County agencies; Princeville and Lihue Public Libraries; elected officials; and community organizations that may have an interest in the project. All parties who were sent copies of the Draft EA were asked to provide comments.

A public meeting was held on November 14, 2001 at the Prince Club House, Princeville, Kauai. The purpose of the meeting was to provide the public with an opportunity to ask questions and/or obtain information regarding the project and the Draft EA before the end of the 30-day public comment period.

A total of 51 written and oral statements was received during the Draft EA comment period. Some of the comments received led to changes in the EA. HDOT and FHWA, with the assistance of the USFWS, considered all comments received in determining whether the project would have a "significant impact". Letters responding to comments on the Draft EA were sent in June 2003. Some of the comments led to some changes in the EA, such as clarification of the purpose of the project, additional information on the National Wildlife Refuge System Improvement Act and supplemental environmental analyses regarding tourism in Hanalei Town and the North Shore, and visual impacts from the perspective of the Princeville Ag Subdivision.

S.7 FINDING OF NO SIGNIFICANT IMPACT

In accordance with HRS Chapter 343 and Hawaii Administrative Rules (HAR), Chapter 200, the HDOT, as the State approving agency, has rendered a Finding of No Significant Impact (FONSI) for the Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop project based on an assessment of project impacts in relation to the Significance Criteria specified in HAR 11-200-12(b). A summary of the FONSI assessment is provided in Table S-2. As shown in this table, HDOT found that the project impacts (see Table S-1) fall below the threshold of significance for all of the Significance Criteria specified in HAR 11-200-12(b).

Under NEPA, the determination of "significance" depends on the "context" and "intensity" of the project's impacts. Context refers to the environment and the level or relative abundance of resources in the project area. Intensity refers to the specific impact, or how much of the resource(s) would be used or affected by the project. Based on the results of impact analyses contained in this document, and comments received on the Draft EA, FHWA has determined that the proposed project will not result in a significant impact as defined under NEPA, and has also rendered a FONSI.

**Table S-2
Summary of Assessment of Project Impacts in
Comparison to Significance Criteria**

Criterion	Significant
Involves an irrevocable commitment to loss or destruction of any natural or cultural resource	No
Curtails the beneficial uses of the environment	No
Conflicts with the State's long-term environmental policies or goals and guidelines expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders	No
Substantially affects the economic or social welfare of the community or State	No
Substantially affects public health	No
Involves substantial secondary impacts	No
Involves substantial degradation of environmental quality	No
Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions	No
Substantially affects a rare, threatened or endangered species, or its habitat	No
Detrimentially affects air or water quality or ambient noise levels	No
Affects or is likely to suffer damage by being located in an environmentally sensitive area such as a floodplain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters	No
Substantially affects scenic vistas and viewplanes identified in county or state plans or studies	No
Requires substantial energy consumption	No

Notes: "No" means project impact as it pertains to the criterion is considered to be not significant, and therefore, an EA is the appropriate HRS Chapter 343 review document.
 "Yes" means project impact as it pertains to the criterion is considered to be significant, and therefore, an environmental impact statement (EIS) would be the appropriate HRS Chapter 343 review document.
 Act 50 approved by the Governor of the State of Hawaii amended the definition of "Significant effect" in Chapter 343 to include ". . . or adversely affect the economic [or] welfare, social welfare[.], or cultural practices of the community and State."

Source: State of Hawaii Department of Transportation

TABLE OF CONTENTS

TABLE OF CONTENTS

SUMMARY

TABLE OF CONTENTS.....i

CHAPTER 1 DESCRIPTION OF THE PROPOSED ACTION 1-1

1.1 Introduction.....	1-1
1.1.1 Background	1-1
1.1.2 Organizational Roles.....	1-5
1.1.3 Planning Context.....	1-6
1.2 Project Purpose	1-8
1.3 Project Description	1-9
1.3.1 Physical Characteristics.....	1-9
1.3.2 Operational Characteristics	1-15
1.3.3 Estimated Cost and Schedule	1-16
1.4 No Build Alternative	1-17
1.5 Alternatives Considered But rejected.....	1-17
1.5.1 Platform Extension at the Existing Scenic Stop	1-17
1.5.2 Re-Alignment of Kuhio Highway at the Existing Scenic Stop.....	1-19
1.5.3 Alternate Scenic Stop Site	1-19
1.5.4 Kuhio Highway / Ka Haku Road Intersection Site	1-22
1.5.5 Alternatives at Proposed Scenic Stop Site	1-22

CHAPTER 2 ENVIRONMENTAL SETTING, IMPACTS AND PROPOSED MITIGATION ... 2-1

2.1 Construction Impacts and Mitigation.....	2-1
2.1.1 Air Quality.....	2-1
2.1.2 Noise	2-2
2.1.3 Water Resources.....	2-2
2.1.4 Solid Waste Management and Hazardous Waste	2-3
2.1.5 Historic and Archaeological Resources	2-4
2.1.6 Flora and Fauna.....	2-4
2.1.7 Traffic	2-4
2.2 Physical Environment.....	2-5
2.2.1 Topography, Geology and Site Contamination	2-5
2.2.1.1 Existing Condition.....	2-5
2.2.1.2 Potential Impact.....	2-7
2.2.2 Water Resources.....	2-8
2.2.2.1 Existing Condition.....	2-8
2.2.2.2 Potential Impact.....	2-8
2.2.2.3 Mitigation Measures	2-9
2.2.3 Flora and Fauna.....	2-9
2.2.3.1 Existing Condition.....	2-9
2.2.3.2 Potential Impact.....	2-11
2.2.3.3 Mitigation Measures	2-12
2.2.4 Air Quality And Noise.....	2-13
2.2.4.1 Existing Condition.....	2-13
2.2.4.2 Potential Impact.....	2-14
2.3 Social Environment	2-14
2.3.1 Land Use.....	2-14
2.3.1.1 Existing Condition.....	2-14

2.3.1.2	Future Development	2-15
2.3.1.3	Potential Impact	2-15
2.3.2	Cultural and Social Characteristics	2-18
2.3.2.1	Existing Condition	2-18
2.3.2.2	Potential Impacts	2-19
2.3.2.3	Mitigation Measures	2-22
2.3.3	Environmental Justice (Executive Order 12898)	2-22
2.3.4	Traffic Conditions	2-22
2.3.4.1	Existing Condition	2-22
2.3.4.2	Potential Impact	2-23
2.3.4.3	Mitigation Measures	2-23
2.3.5	Historic Properties	2-23
2.3.5.1	Regulatory Requirements	2-23
2.3.5.2	Existing Condition	2-24
2.3.5.3	Potential Impact	2-27
2.3.5.4	Mitigation Measures	2-28
2.3.6	Visual and Aesthetic Resources	2-28
2.3.6.1	Existing Condition	2-28
2.3.6.2	Potential Impact	2-28
2.3.6.3	Mitigation Measures	2-34
2.4	Consistency with Governmental Plans, Policies and Controls	2-35
2.4.1	Hawaii State Plans and Controls	2-35
2.4.1.1	Hawaii State Plan	2-35
2.4.1.1a	Description	2-35
2.4.1.1b	Consistency	2-35
2.4.1.2	Hawaii State Land Use Controls	2-36
2.4.1.2a	Description	2-36
2.4.1.2b	Consistency	2-37
2.4.1.3	Coastal Zone Management	2-37
2.4.1.3a	Description	2-37
2.4.1.3b	Consistency	2-37
2.4.2	County of Kauai Plans and Controls	2-40
2.4.2.1	General Plan	2-40
2.4.2.1a	Description	2-40
2.4.2.1b	Consistency	2-40
2.4.2.2	North Shore Development Plan	2-42
2.4.2.2a	Description	2-42
2.4.2.2b	Consistency	2-43
2.4.2.3	County of Kauai Zoning	2-43
2.4.2.3a	Description	2-43
2.4.2.3b	Consistency	2-44
2.5	Permits and Approvals	2-44
CHAPTER 3 COMMENTS AND COORDINATION		3-1
3.1	Scoping and Agency Consultation	3-1
3.2	Public Information Meetings	3-3
3.3	Small Group Meetings	3-4
3.4	Draft Environmental Assessment	3-7
3.4.1	Availability of Draft Environmental Assessment	3-7
3.4.2	Public Meeting	3-7
3.4.3	Comments	3-12

CHAPTER 4 FINDING OF NO SIGNIFICANT IMPACT4-1
CHAPTER 5 REFERENCES5-1

APPENDICES

- A:** Early Agency and Public Comment Letters
 - Summaries of Public Information Meetings
 - August 29, 2000
 - November 2, 2000
 - Summaries of Small Group Meetings
 - November 14, 2001 Public Meeting
 - Meeting Handout
 - Sign-In Sheet
 - Transcript of Oral Comments
- B:** Cooperating Agency Letters
 - Endangered Species Act (Section 7) Coordination Letters
 - National Historic Preservation Act (Section 106) Coordination Letters
 - Farmland Protection Policy Act Letters
- C:** Archaeological Inventory Survey
- D:** Botanical Survey
- E:** ASTM Environmental Database Report
- F:** List of Preparers

ACRONYMS

The following acronyms were used in this document:

ACHP	-	Advisory Council on Historic Preservation
ALISH	-	Agricultural Lands of Importance to the State of Hawaii
APE	-	Area of Potential Effect
BMP	-	Best Management Practice
CE	-	Categorical Exclusion
CFR	-	Code of Federal Regulations
CO	-	carbon monoxide
CZM	-	Coastal Zone Management
dBA	-	decibels (weighted)
DBEDT	-	State of Hawaii Department of Business, Economic Development, and Tourism
DLNR	-	State of Hawaii Department of Land and Natural Resources
DPW	-	County of Kauai Department of Public Works
EA	-	Environmental Assessment

EIS	-	Environmental Impact Statement
ESA	-	Endangered Species Act
FHWA	-	Federal Highway Administration
FONSI	-	Finding of No Significant Impact
FPPA	-	Farmland Protection Policy Act
HAR	-	Hawaii Administrative Rules
HDOT	-	Hawaii Department of Transportation
HNWRHAD	-	Hanalei National Wildlife Refuge Historic and Archaeological District
HRS	-	Hawaii Revised Statutes
NEPA	-	National Environmental Policy Act
NPDES	-	National Pollutant Discharge Elimination System (Permit)
NO _x	-	Nitrogen Oxides
NRCS	-	Natural Resources Conservation Service
NRHP	-	National Register of Historic Places
NWR	-	National Wildlife Refuge
OEQC	-	State Office of Environmental Quality Control
OHA	-	State Office of Hawaiian Affairs
O&M	-	Operations and Maintenance
PM	-	Particulate Matter
PLH	-	Public Lands Highways
SDOH	-	State of Hawaii Department of Health
SHPD	-	State Historic Preservation Division
SHPO	-	State Historic Preservation Officer
SLUC	-	State Land Use Commission
SO _x	-	Sulfur oxides
TMK	-	tax map key
USFWS	-	United States Fish and Wildlife Service

LIST OF FIGURES

S-1	Project Location	S-2
S-2	Conceptual Layout of Proposed Hanalei Valley and Hanalei NWR Scenic Stop.....	S-3
1-1	Project Location	1-2
1-2	Hanalei National Wildlife Refuge	1-4
1-3	Conceptual Layout of Proposed Hanalei Valley and Hanalei NWR Scenic Stop.....	1-10
1-4	Kuhio Highway Intersection for the Proposed Scenic Stop	1-13
1-5	Right Turn In / Right Turn Out at Existing Scenic Stop.....	1-14
1-6	Platform Extension at Existing Scenic Stop	1-18
1-7	Re-Alignment of Kuhio Highway at Existing Scenic Stop.....	1-20
1-8	Alternate Scenic Stop Sites on North Side of Kuhio Highway and on Ka Haku Road.....	1-21
1-9	Proposed Site Scheme 1	1-23
1-10	Proposed Site Scheme 2	1-24
2-1	Soil Types at the Project Site	2-6
2-2	Existing Land Uses	2-16
2-3	Selected Elements of the Princeville Resort Master Plan.....	2-17
2-4	Relationship of Existing and Proposed Scenic Stops to Two Residences in Hanalei Valley.....	2-21
2-5	Historic Properties Near the Project Site	2-25
2-6	Hanalei Valley Seen from the Existing Scenic Stop	2-29
2-7	Viewplane from Existing Scenic Stop	2-30
2-8	Viewplane from Proposed Scenic Stop	2-31
2-9	View of Hanalei Town and Bay from Proposed Scenic Stop.....	2-32
2-10	View Deep into Hanalei Valley from Proposed Scenic Stop	2-33
2-11	State Land Use District Boundaries at the Project Site	2-38

LIST OF TABLES

S-1	Summary of Potential Environmental Impacts and Proposed Mitigation	S-6
S-2	Summary of Assessment of Project Impacts in Comparison to Significance Criteria	S-15
1-1	Elements of the Visitor Information Center	1-11
1-2	Breakdown of Construction Cost Estimate	1-16
1-3	Proposed Project Schedule	1-16
3-1	Summary of Draft Environmental Assessment Coordination and Comments.....	3-8

CHAPTER ONE

Description of the Proposed Action

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CHAPTER 1 DESCRIPTION OF THE PROPOSED ACTION

1.1 INTRODUCTION

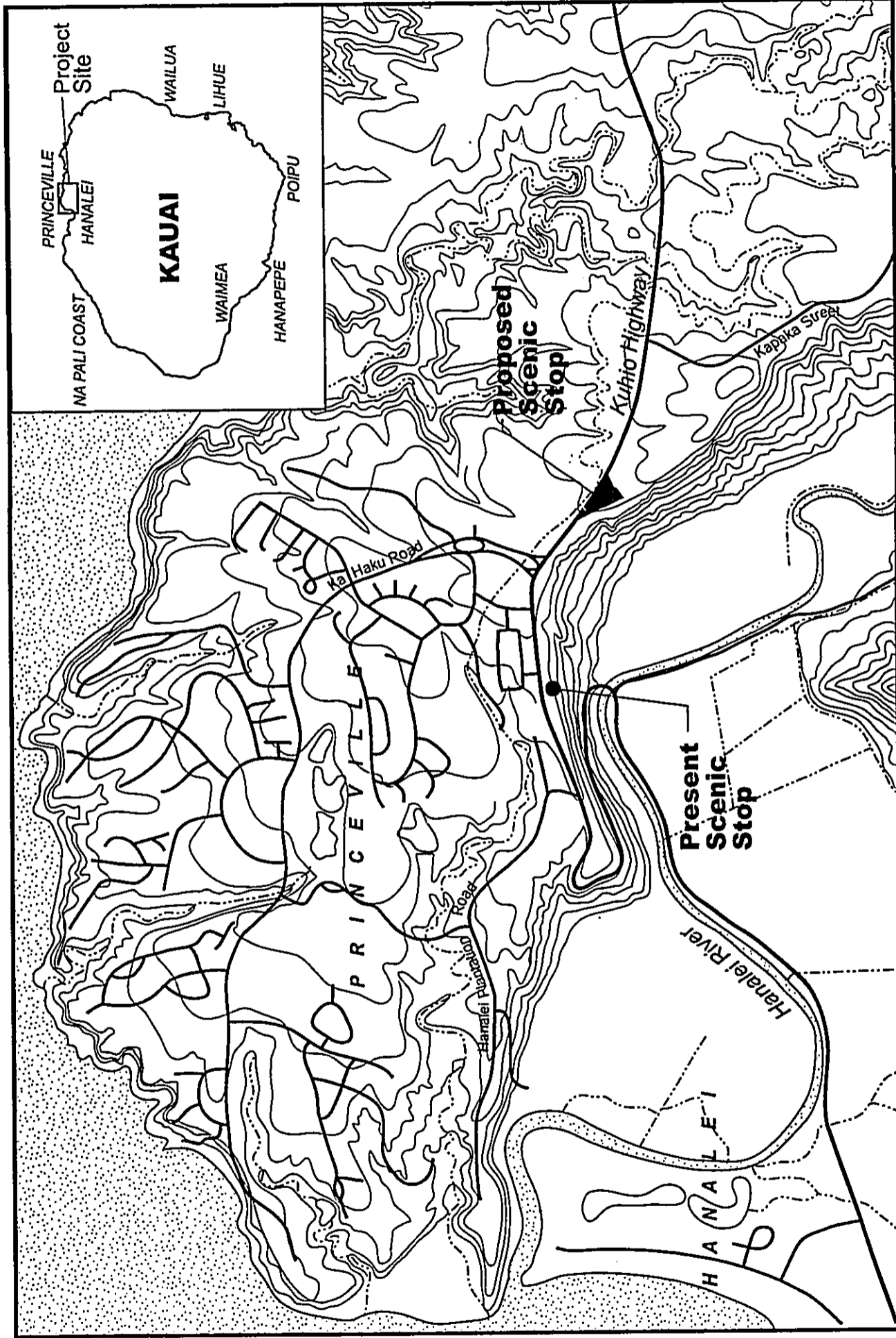
The State of Hawaii Department of Transportation Highways Division (HDOT), the Federal Highway Administration (FHWA) and the U.S. Fish and Wildlife Service (USFWS) propose a new scenic stop overlooking Hanalei Valley and the Hanalei National Wildlife Refuge (NWR or Refuge) on the island of Kauai, Hawaii (see Figure 1-1). Hanalei Valley is located on the north side of Kauai, near Hanalei Town and Princeville Resort. The new scenic stop will be located along Kuhio Highway, Route 56, adjacent to Princeville Resort. An existing scenic stop, which consists of a small pullout area with space for six to eight vehicles, is approximately a half-a-mile west of the proposed site on Kuhio Highway.

The proposed scenic stop will require the subdivision and removal of approximately six acres from tax map key (TMK) 5-3-01:16, which is owned by Princeville Corporation. These six acres will be donated by the Princeville Corporation to the USFWS for incorporation into the Refuge property. Approximately three of the six acres donated will be developed as the new scenic stop. The remaining three acres, consisting of remnant pieces and steep side slopes, are included in the land donation so that the proposed scenic stop will be contiguous with the Refuge. These three acres will also serve as a buffer between the facility and the Refuge proper.

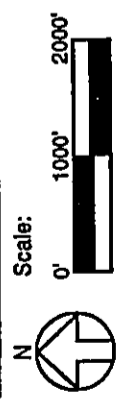
The new scenic stop will provide new overlooks of Hanalei Valley, a parking lot, a maintenance and storage building, and a visitor information center featuring environmental and cultural interpretive displays and information. Other elements of the scenic stop may include an open-air pavilion and gardens. The visitor information center will also include restrooms and a bookstore. The proceeds of the bookstore will be used to finance the operation and maintenance of the scenic stop. All merchandise sold at the bookstore will be related to Hanalei Valley, Hanalei NWR and local natural and cultural history. Upon completion of the facility, the USFWS will obtain fee simple ownership of the site, which will become part of the Hanalei NWR.

1.1.1 Background

The picturesque and world-famous Hanalei Valley is one of the State's best natural and visual resources. The valley features steep walls and a flat floor, which is typical of other valleys of the Hawaiian Islands, such as Waimea Valley on the west side of Kauai, Waianae Valley on Oahu, and Waipio Valley on the island of Hawaii. Hanalei Valley was formed by erosion from the Hanalei River, which meanders through the valley floor. This river flows along the north side of Mount Waialeale plateau, one of the wettest areas on earth with an annual rainfall of about 450 inches per year. Alluvial deposits and sea level changes helped form the valley's flat floor.



Project Location
HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
FIGURE 1-1



The valley floor is used to cultivate taro, a 1200-year old practice that pre-dates western contact. A system of ditches and channels is used to irrigate the taro patches. Wetlands on the valley floor support endangered waterbirds, including the Koloa Maoli or the Hawaiian duck (*Anas wyvilliana*), Ae`o or Hawaiian stilt (*Himantopus mexicanus knudsens*), `Alea Kea or the Hawaiian coot (*Fulica americana alai*) and `Alea `Ula or the Hawaiian moorhen (*Gallinula chloropus Sandvicensis*). The `Ope`ape`a or the Hawaiian hoary bat (*Lasiurus cinereus semotus*) has also been observed in the valley, as well as almost 50 additional bird species.

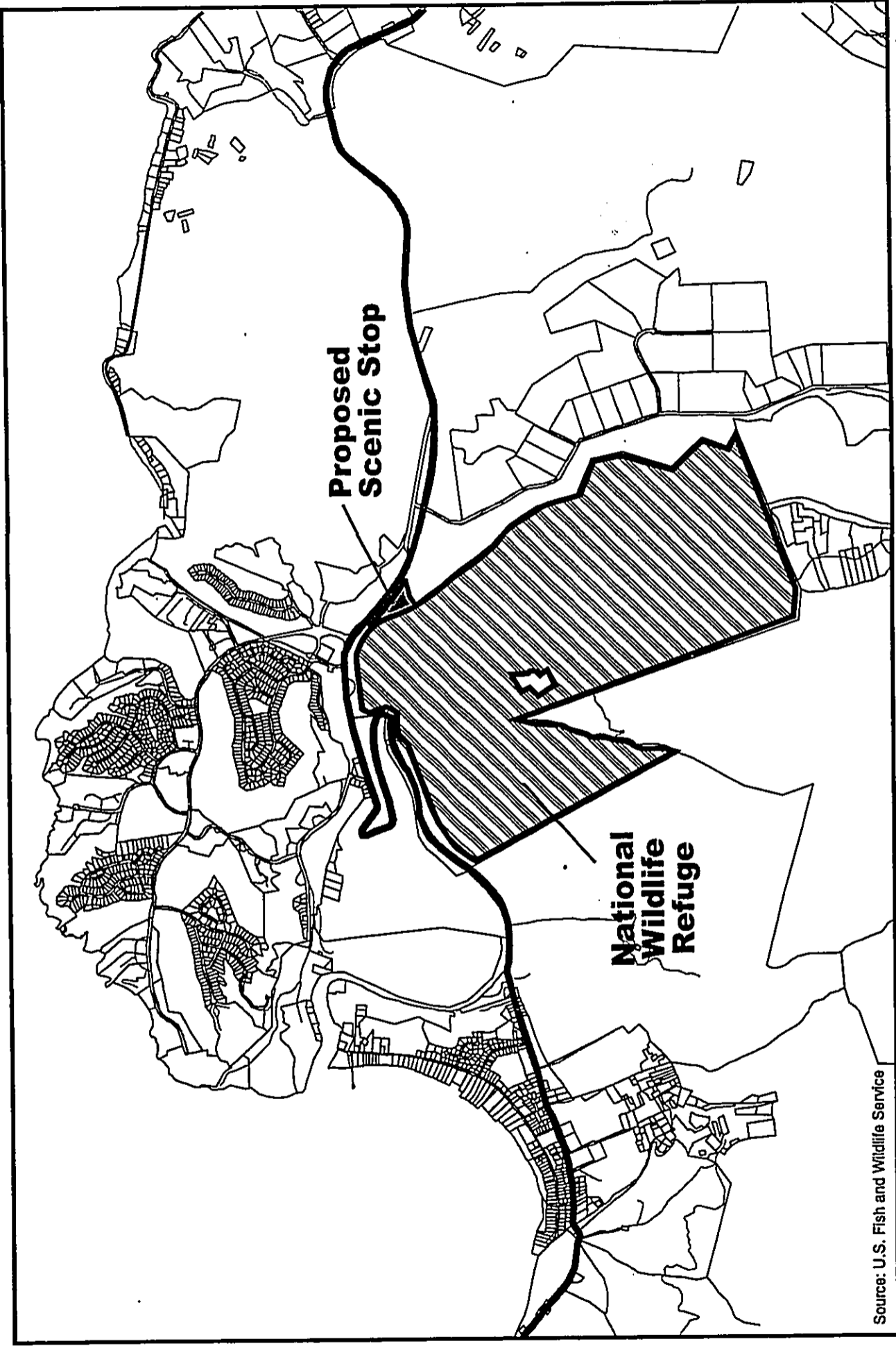
In 1972, 917 acres of Hanalei Valley was established as a National Wildlife Refuge to protect and conserve endangered and threatened species, including the four species of endangered Hawaiian waterbirds (see Figure 1-2). In addition, recognizing that taro cultivation was and continues to be an important cultural practice in the valley, the USFWS permits several farmers to grow taro on the Refuge in a manner compatible with the primary Refuge purposes.

The Hanalei NWR can be viewed from an overlook on the south side of Kuhio Highway, west of Princeville Resort, which is owned by USFWS (see Figure 1-1). This overlook, or scenic stop, is about a tenth-of-an-acre in size, and includes a pull-out with enough space for six to eight cars. Because of its pull-out configuration, it has no intersection with Kuhio Highway. When left-turning vehicles entering the pull-out yield to oncoming vehicles, vehicles behind them must slow down or stop. The local Lions Club maintains the scenic stop by periodically cutting back the vegetation on the slope fronting the overlook. USFWS maintains a static interpretive display at the overlook.

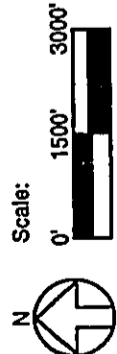
The project was originally proposed in response to community concern about uncontrolled access (i.e., no intersection) and limited access (i.e., small area for parking) at the existing scenic stop. Princeville Corporation offered to donate a site that was already identified in its master plan as a scenic overlook. The FHWA assisted the HDOT in obtaining planning funds from the federal Public Lands Highways (PLH) discretionary program. The USFWS indicated a willingness to sponsor and be a permanent federal landowner and manager of the scenic stop provided that the facility would be financially self-supporting. The USFWS maintains high property operations and maintenance (O&M) standards, and does not want the management of the proposed scenic stop to adversely affect its other programs.

To be consistent with the purposes of the Refuge and to provide revenues for O&M, the USFWS requires that environmental education, and interpretation services be an important element in the project (see Section 1.2 for further information). Therefore, the following were considerations in the project design:

- A new Hanalei Valley scenic stop is desired due to limited and uncontrolled access at the existing stop. A scenic stop in a more convenient and accessible location will provide visitors and residents with better opportunities than currently exists to learn about and enjoy the Refuge.
- Not only does Hanalei Valley have extraordinary beauty, it also has a rich natural and cultural history.
- The USFWS owns and operates the Hanalei NWR within the valley, and the National Wildlife Refuge System Improvement Act of 1997 allows public use of the Refuge



Source: U.S. Fish and Wildlife Service



HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Hanalei National Wildlife Refuge
 Final Environmental Assessment
 FIGURE 1-2

System provided that such uses are compatible with the USFWS's mission and the specific purpose(s) of the Refuge.

- The USFWS has experience with providing a high quality environmental education program at the Kilauea Point NWR, one of the island's most popular and affordable visitor attractions. The USFWS also maintains information placards at the existing overlook.
- The USFWS stipulated that they must be able to generate revenues at the proposed site so that they would be able to operate and maintain the scenic stop to their high standards, without affecting other programs.
- Princeville Corporation is willing to donate the necessary amount of land for community service and to support project objectives to provide a secure scenic overlook and enhance environmental education.

1.1.2 Organizational Roles

The project involves a public-private planning and development partnership among the State of Hawaii Department of Transportation Highways Division (HDOT), the Federal Highway Administration (FHWA), the U.S. Fish and Wildlife Service (USFWS) and Princeville Corporation, the current owner of the site of the proposed scenic stop.

HDOT's primary interest in the project is ensuring smooth operation of the Kuhio Highway facility. HDOT has been concerned about the uncontrolled access at the existing scenic stop on Kuhio Highway. Lacking an alternative, HDOT has not restricted access to the existing stop because of the value of the overlook, which provides a spectacular and well-known view of Hanalei valley. If a new scenic stop were developed, HDOT will be involved in designing the new intersection on Kuhio Highway. HDOT will also have to approve the intersection because Kuhio Highway is a State-owned facility. HDOT will manage the design and construction of the scenic stop in coordination with FHWA, USFWS and the general public.

The Public Lands Highways (PLH) discretionary fund is a program administered by the FHWA. The objective of the PLH program is to strengthen the connection between the nation's highways and federal lands, such as national parks and landmarks. PLH funds were obtained in 1998 for the planning of the new scenic stop. The project qualified for PLH funds because the project site is immediately adjacent to a federal property (Hanalei NWR) and served by a public lands highway (Kuhio Highway). As manager of the PLH funds, FHWA's role is to ensure that PLH funds are used to achieve PLH goals. If PLH funds are insufficient or not available for construction, Enhancement Funds appropriated under the Transportation Equity Act of the 21st Century may be used. This funding source is also managed by FHWA.

The HDOT and FHWA approached USFWS to be the owner and operator of the proposed scenic stop. USFWS accepted this responsibility because the new scenic stop would provide an opportunity to present information about the natural resources of the Refuge and its historic and contemporary cultural setting. This educational function is consistent with National Wildlife Refuge System Improvement Act of 1997, which directs the USFWS to foster greater public understanding and appreciation of the nation's natural resources, including protection of threatened and endangered species. The Refuge System Act established a new statutory mission statement, ". . .to administer a national network of land and waters for the conservation,

management, and where appropriate, restoration of the fish, wildlife, and plant resources and their habitats within the United States for the benefit of present and future generations of Americans." Each refuge is to be managed to fulfill this mission, as well as the specific purpose(s) for which the refuge was established. However, the Act requires that public uses be compatible with Act's mission statement and the specific purpose(s) of the refuge. The Act allows for certain public uses of refuges, including environmental education and interpretation. When considering appropriate public uses, the Act also requires the USFWS to ensure such uses are compatible with the purpose of the affected refuge.

Further, the Fish and Wildlife Act of 1956, as amended, authorizes the USFWS to acquire and maintain recreational facilities as part of the Refuge system.

The USFWS owns and manages the Hanalei NWR, which provides habitat for endangered Hawaiian waterbirds (the Hawaiian coot, duck, moorhen and stilt), the endangered Hawaiian hoary bat, and other native wildlife species. The USFWS also permits farmers to maintain the 1200-year old cultural practice of taro cultivation on the Refuge.

As a federal agency whose activities are subject to compliance with the National Environmental Policy Act (NEPA), the USFWS will satisfy detailed planning requirements prior to obtaining fee simple ownership of the new scenic stop. These requirements include completion of environmental review (see Section 1.1.3) and compliance with State and federal environmental regulations. The USFWS plans to incorporate the Final EA in its decision document. Therefore, USFWS managers, biologists, planners, and other staff have been closely involved in the planning, conceptual design, and environmental review of the proposed project.

The private sector partner is Princeville Corporation, the present owner of the site of the proposed scenic stop. The master plan of Princeville Resort (January 22, 1996) identifies the proposed site as a new Hanalei Valley scenic stop with nearby historical, Hawaiian culture and botanical visitor centers. Princeville Corporation believes that using the property to expand the Refuge and create a public scenic stop that provides information about Hawaii's unique natural and cultural heritage will result in long-term benefits to the community. Therefore, Princeville Corporation is willing to donate private property to a public agency for purposes compatible with its master plan. However, because the project site would be visible from Kuhio Highway and its other properties, Princeville wants the future owner to maintain a high quality, pleasant-looking facility. Princeville is confident that the USFWS will be a good steward of the property because they already operate high quality facilities, such as the nearby Kilauea Point NWR, which includes a high quality visitor center. Once the project site is transferred to the USFWS, Princeville will have no commercial involvement with the facility because the scenic stop will be managed under federal laws and regulations. For example, no special consideration will be given to commercial promotional information relating to Princeville Corporation at the site.

1.1.3 Planning Context

This Final Environmental Assessment (EA) addresses the proposed development of a scenic stop overlooking Hanalei Valley and Hanalei National Wildlife Refuge (NWR). It discloses the environmental and social impacts that could result from the project's implementation, and commits to the implementation of specific measures to prevent, minimize or mitigate adverse

impacts to the environment. Additionally, this Final EA contains a record of all comments and consultation activities that have been conducted to date as part of project planning.

Environmental review in accordance with Chapter 343 of the Hawaii Revised Statutes (HRS) is required for the proposed project because of the use of State land to construct a new intersection on Kuhio Highway, and the use of land in the State Conservation District. Most of the project site is in the Conservation District. Also, since federal funds administered by the FHWA will be used for design and construction, and a federal agency, the USFWS, will obtain fee simple ownership of the project site after construction is complete, the project must also comply with the National Environmental Policy Act (NEPA).

The State and NEPA environmental review processes provide for three courses of action depending on a project's anticipated level of impact:

1. an "exemption" from environmental review under State Law, or a Categorical Exclusion (CE) under NEPA;
2. an environmental assessment (EA) process for projects that would have environmental impacts, but whose level of impact is not anticipated to be "significant". The term "significant" has technical definitions under State law and NEPA; and
3. an environmental Impact Statement (EIS) process, which is used for projects expected to have a "significant" impact on the environment.

The type of project proposed, as described in Section 1.3, is not listed in HDOT's officially adopted Exemption List. Therefore, HDOT selected the second course of action (EA) because an early assessment indicated that the project would not likely cause a significant impact. According to Code of Federal Regulations (CFR) Section 771, "Environmental Impact and Related Procedures for the Federal Highway Administration and the Urban Mass Transportation (now the Federal Transit) Administration", acquisition of a scenic easement could qualify for a CE provided that such a determination is properly documented. Nevertheless, the FHWA decided that compliance with NEPA would be conducted through an EA process to be consistent with the HDOT's approach. USFWS is participating in the NEPA process as a cooperating agency, since the acquisition of land and management of the new scenic stop falls within the scope of NEPA.

A Draft EA was published and distributed to the public and government agencies in October 2001. Publication of the availability of the Draft EA in the State Office of Environmental Quality Control's (OEQC) Environmental Notice on October 23, 2001 initiated a 30-day review period. Following agency and public review of the Draft EA, HDOT responded to all comments received (see Section 3.4.3).

Based on Significance Criteria specified in HAR Chapter 200 (see Chapter 4), comments received on the Draft EA, and HDOT's responses to these comments, HDOT and FHWA have found that the environmental impacts of the proposed scenic stop would not be significant. Therefore, these agencies have rendered Findings of No Significant Impact (FONSI) under HRS Chapter 343 and NEPA, respectively. Consequently, this Final EA / FONSI has been prepared, and publicly announced in the OEQC's Environmental Notice.

This Final EA / FONSI is available to the public upon request for 30 days from the date of the Environmental Notice publication and on an as available basis thereafter. Members of the public may request a copy of the documents by contacting the names provided on the cover sheet.

Other federal laws apply to the proposed project, such as Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, the National Coastal Zone Management Act, and the Farmland Protection Policy Act. Compliance with these federal environmental regulations is ongoing or has been completed, and is documented in this Final EA.

The Regional Director Pacific Region (Region 1) of the USFWS will now decide whether to accept the land donation from Princeville Corporation. If the donation were accepted, the USFWS will prepare a decision document. The Final EA will become part of this document. A public notice of the decision to acquire the area and manage it as part of the Hanalei NWR will be published in the Federal Register, and the OEQC Environmental Notice, and a press release will also be issued.

1.2 PROJECT PURPOSE

The purpose of the project is to develop an improved Hanalei Valley and Hanalei NWR scenic stop, which would not only accommodate current and future demand for a scenic overlook, but also provide residents and visitors with an opportunity to learn about the natural history of Hanalei Valley and the Refuge.

The proposed scenic stop will provide improved opportunities for wildlife observation and photography because its overlooks will offer a more panoramic view of the valley than what is available from the existing scenic stop. In addition, the proposed site will have the space to accommodate the demand for a Hanalei Valley scenic overlook, and it will be designed to avoid the uncontrolled and limited access problems of the existing stop (see Section 1.1.1).

A second purpose, or an added benefit, of the project relates to the importance of the Hanalei NWR and the rich environmental and cultural history and resources of the valley (see Section 1.1.1). The establishment of an improved scenic stop will provide an opportunity for visitors to learn about or enjoy these characteristics through the provision of education and interpretation services. Although the project site is contiguous with the Hanalei NWR, the steep valley walls will provide a buffer between the proposed uses of the scenic stop, and the Refuge wetlands.

Although the view from the existing scenic stop for Hanalei Valley is spectacular and well known, the existing stop is not capable of meeting the project objectives described above for the following reasons:

- Inadequate parking;
- Uncontrolled vehicular access;
- A viewing area too close to Kuhio Highway; and
- Inadequate space for informational displays.

The existing stop has space for eight cars, or two tour buses. Therefore, public access to the overlook resource is effectively blocked when the parking supply is used up, or inefficient use of space prevents other vehicles from stopping. Many times parking at the existing scenic stop is full, depriving other motorists of the opportunity to pull over and view the valley. When this occurs, there are no other areas near the scenic stop where cars can safely pull over. Although one tour bus could bring dozens of people to the lookout, the bus may not be able to visit the lookout depending on the configuration of the cars parked at the stop.

The existing stop is located directly adjacent to Kuhio Highway along a section of roadway with a 35 mph posted speed limit, and there are no turning lanes on Kuhio Highway fronting the stop. Only a painted divider line separates the travel lanes and scenic stop pullover. In terms of highway access, the existing scenic stop is substandard for even a minor attraction, much less a popular regional attraction.

The viewing area of the existing stop is only about 20 feet from Kuhio Highway. With vehicles traveling on Kuhio Highway only a short distance away, the amount of highway noise at the lookout is substantial, and can interfere with the enjoyment of viewing the picturesque Hanalei Valley. Space limitations also restrict educational interpretive exhibits.

In spite of these shortcomings, the existing stop will remain open during and after construction of the proposed scenic stop, and curb and roadway striping improvements will be made regardless of what happens at the site of the proposed scenic stop.

1.3 PROJECT DESCRIPTION

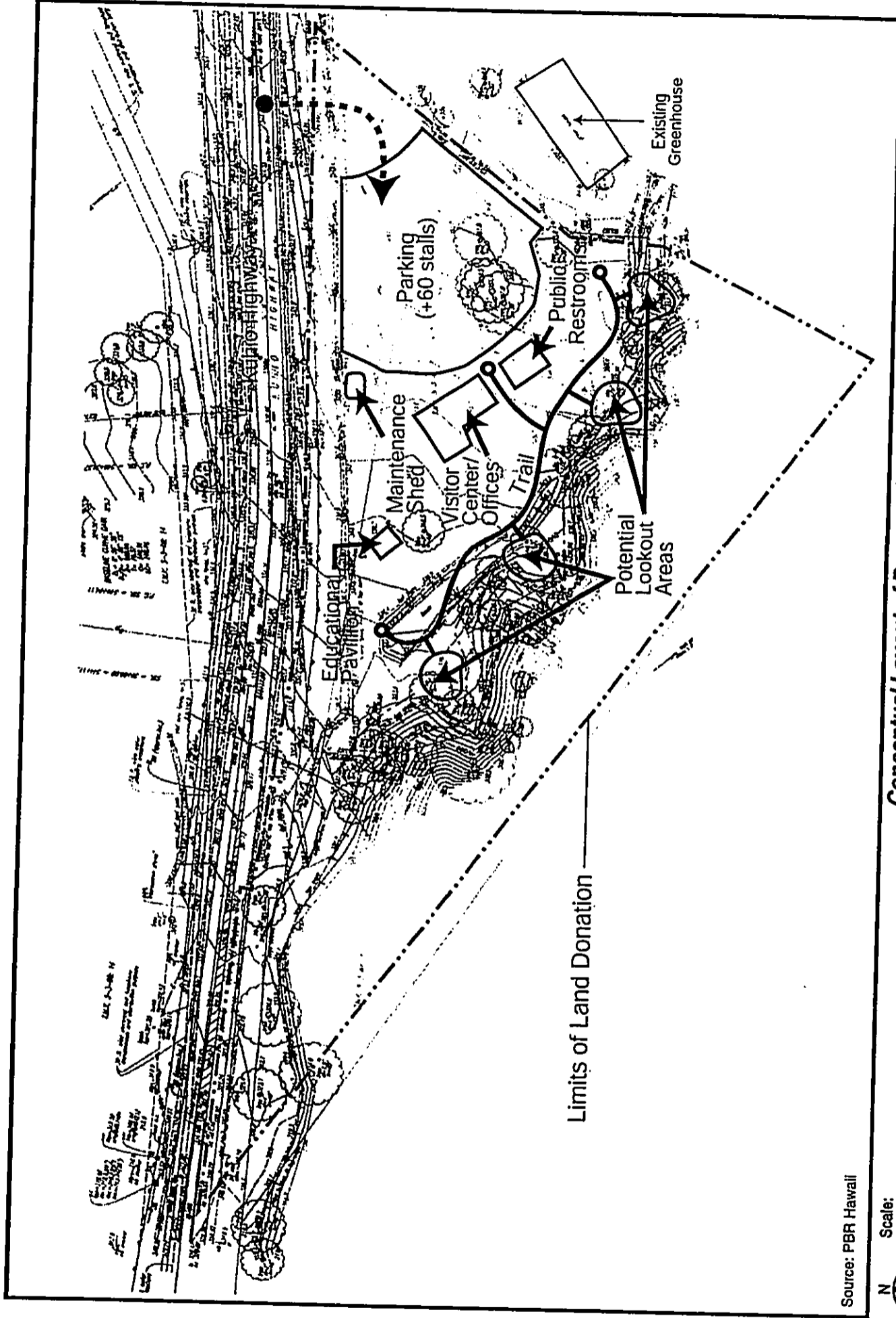
1.3.1 Physical Characteristics

The new scenic stop will provide the following facilities within a three acre area, as indicated in the conceptual layout shown on Figure 1-3:

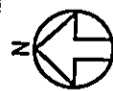
- Visitor information center with an exhibit area for interpretive educational displays, a bookstore and public restrooms;
- Paved parking for approximately 60 cars and four buses;
- Maintenance and storage building;
- Possible open-air pavilion for outdoor educational activities; and
- Valley overlooks, which may include interpretive displays.

The total land donation from Princeville Corporation to USFWS will be approximately six acres. About half of the land donation consists of remnant pieces of land and steep side slopes, and will not be changed by the proposed project. The donated land will be contiguous with the northeastern boundary of the Refuge.

The maximum size of the visitor information center will be 3500 square feet. The elements of the visitor information center and their maximum sizes are provided in Table 1-1. The precise size of the visitor information center, including its elements, cannot be determined until detailed design is conducted. The square footages provided on Table 1-1 are approximations because



Source: PBR Hawaii



Scale:



Conceptual Layout of Proposed Hanalei Valley and Hanalei NWR Scenic Stop
HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
FIGURE 1-3

the creative use of circulation and other architectural methods could reduce the size of the building while still maintaining the functions needed by USFWS. The informational displays, offices, bookstore and restrooms may be located in separate enclosures, but they will all be under one roof, and the total square footage of the enclosures will not exceed 3500 square feet.

The exhibit area will feature environmental education and interpretive displays about the Refuge and Hanalei Valley. The exhibit area will provide information about endangered Hawaiian waterbirds and other species found in Hanalei NWR and the North Shore of Kauai. Since many tourists will visit the proposed scenic stop, the exhibit area may also include non-commercial information about the North Shore of Kauai that will be useful for tourists, such as attractions, distances to locales, etiquette suggestions, and water safety tips. The bookstore will be a crucial part of the scenic stop because its revenues will finance the O&M of the facility.

**Table 1-1
Elements of the Visitor Information Center**

Element	Size (square feet)
Exhibit Area	800
Bookstore	650
Administrative Office	300
Storage	450
Public Restrooms	900
Circulation	400
Total	3500

Note: The estimated size of the visitor information center provided on this table does not include the possibility of other elements, such as the pavilion and maintenance building, being incorporated with this structure.

Source: U.S. Fish and Wildlife Service, September 2001.

Due to expected tour bus arrivals, the restrooms may have up to three stalls and three urinals for male visitors and up to six stalls for female visitors, and they will be in compliance with the Americans With Disabilities Act. Although the restrooms are shown on Figure 1-3 as a separate enclosure from the visitor center, the center may incorporate the restrooms within a single enclosure as indicated on Table 1-1.

Other buildings will include a maintenance building, where equipment, tools and landscaping supplies can be stored, and an open-air pavilion. The pavilion would be used to conduct classes and interpretive activities in an outdoor setting. However, the pavilion could be eliminated if such a function is incorporated with the main visitor information center structure, such as through provision of a large covered patio.

The visitor information center will be designed to minimize visual intrusion from the perspective of Hanalei Valley and Kuhio Highway. The one-story buildings will be set back from the bluff line and Kuhio Highway. Landscaping and the retention of much of the natural vegetation, such as along the bluff line between the overlooks, will be used to screen the buildings from the valley and the highway. Native plants will be incorporated into the landscape plan. An important architectural criterion will be compatibility with the surrounding area to minimize visual impacts from the valley floor. HDOT will consider architectural styles during the design phase. The community will be invited to participate in the design of the scenic stop.

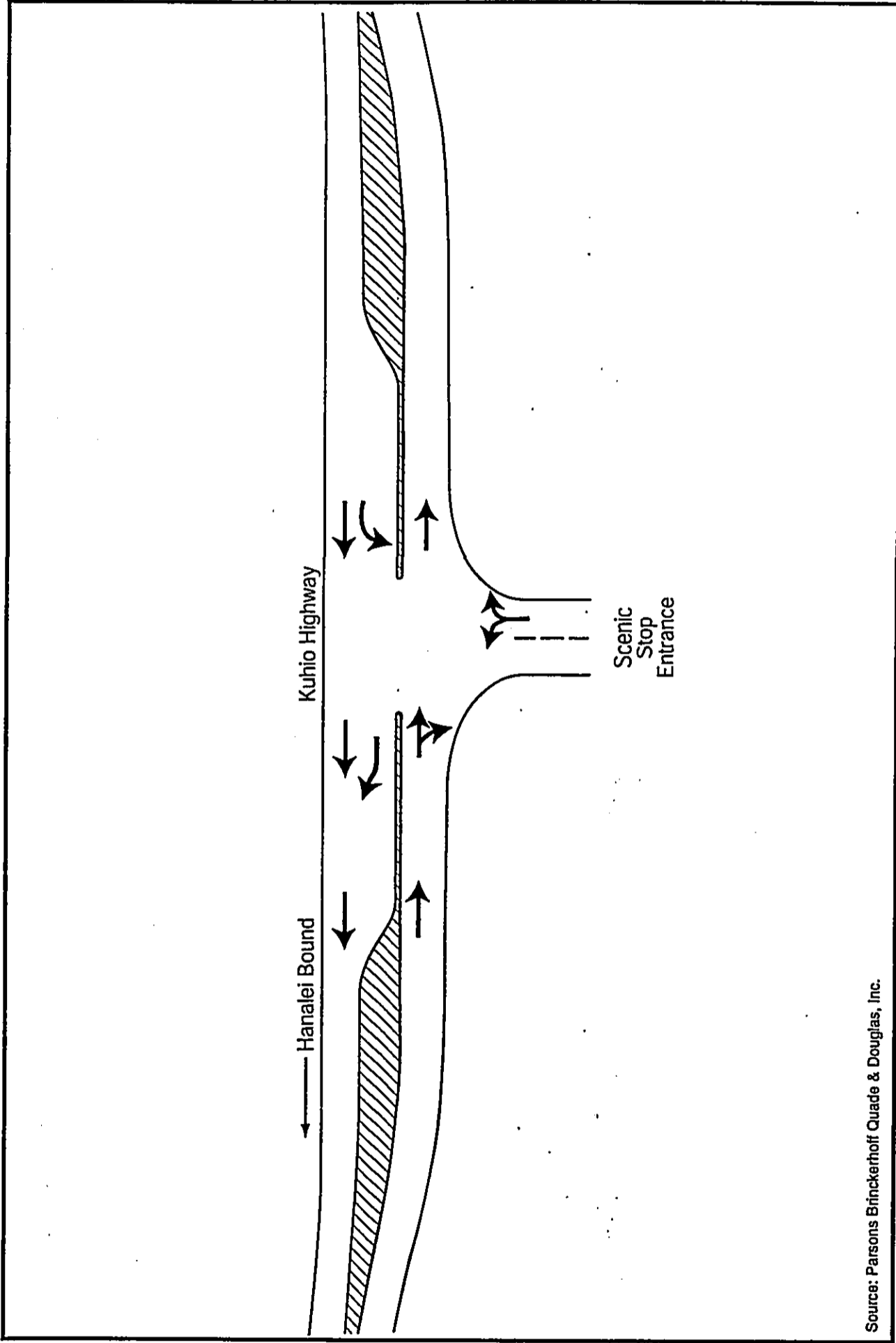
There are four candidate overlook locations, which are based on site topography, but the final locations of the overlooks will be determined during final design. The number of overlooks at the proposed scenic stop has not been determined, but the most likely scenario at present is the construction of at least two overlooks. Walking paths will link the overlooks with the visitor information center (see Figure 1-3), and will be wheelchair accessible. The overlooks may feature interpretive displays. They will be designed to blend in with the landscape and bluff as much as possible. For example, moss rock walls may be used as safety railings and the overlooks may be set just below the bluff line so that visitors would blend in with the background and not set against the skyline.

The entrance to the proposed scenic stop will include a new intersection with Kuhio Highway. The entrance will have modest signage informing motorists about the scenic stop. The intersection will not be signalized, but will include turning lanes, such as a westbound left turn lane into the facility and a westbound storage area for left turning vehicles out of the facility (see Figure 1-4). The existing highway right-of-way is sufficient for the proposed intersection. The engineering details of the intersection will be developed during the design phase of the project. An important design criterion will be to provide adequate storage for left turning vehicles to avoid delaying through traffic.

The water and sewer lines of the visitor center will connect to the Princeville Resort's private water and sewer systems. Connection for water service will be made through an existing water line running along Kuhio Highway. The sewer connection will require an 8-inch line from the facility to existing sewer lines running along Ka Haku Road. Princeville Corporation is planning a new road off of Ka Haku Road, including a sewer extension, to the north of Kuhio Highway. Should this sewer extension be built prior to the construction of the 8-inch line, the scenic stop's sewer connection would be shorter.

As described in Section 1.3.2, the scenic stop will not be open at night. Therefore, the new intersection and parking lot will not require lighting. For security reasons, the visitor information center and maintenance building will be lit. However, the buildings' lighting fixtures will be shielded, directed downward, and the intensity of the lighting will be limited to only what is needed for security. For additional security, a gate will be placed at the entrance and locked at night, and fencing may be installed along the highway side of the site.

The existing scenic stop will be retained. However, to correct the problem of uncontrolled access, the existing stop will be modified for one-way in/one-way out operation (see Figure 1-5). The highway median fronting the scenic stop will be changed from dashed to double solid lines, signage will be provided notifying motorists that left-turns into the scenic stop are prohibited, and a raised curbed island may be installed between the highway and scenic stop.

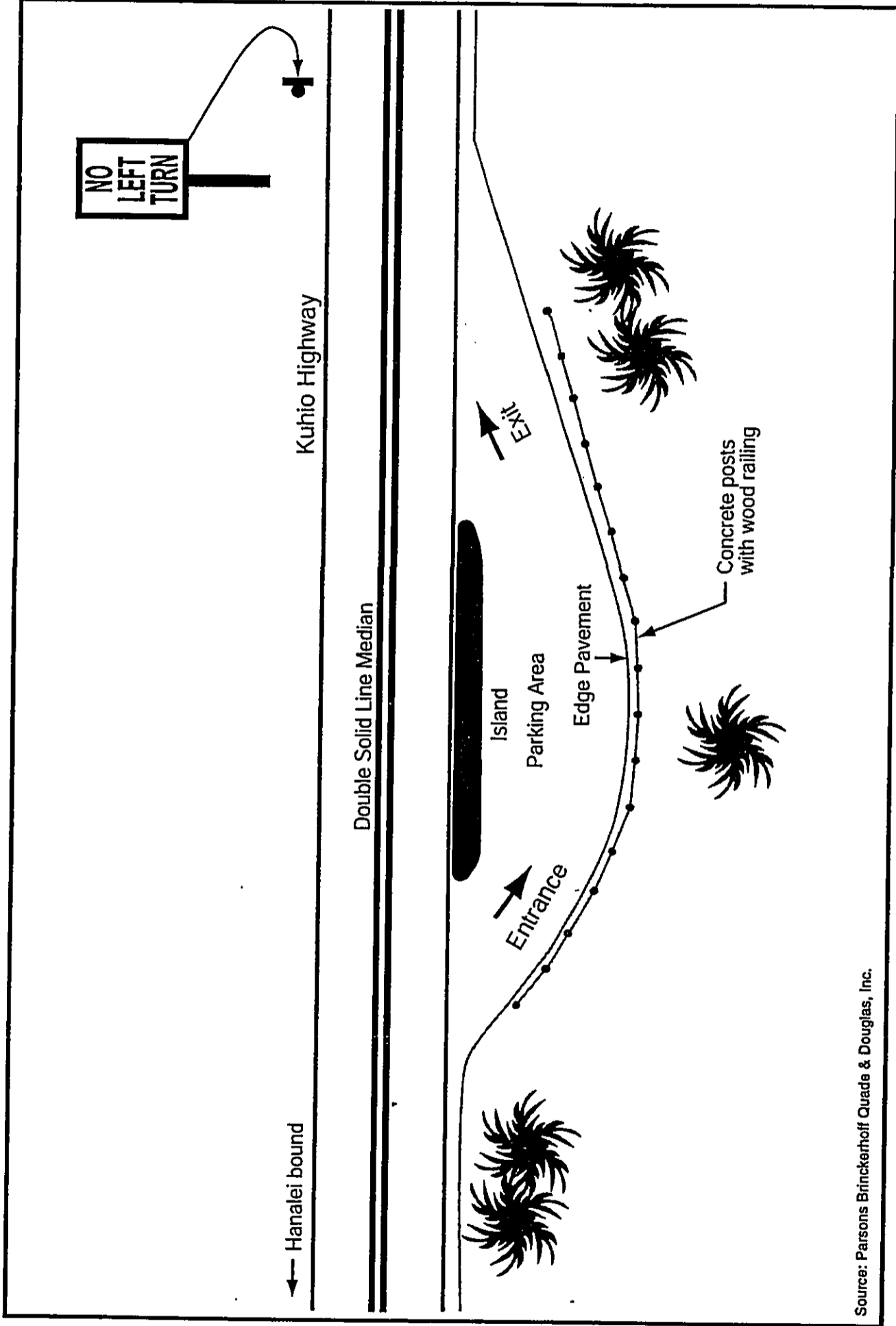


Source: Parsons Brinckerhoff Quade & Douglas, Inc.



Not To Scale

Kuhio Highway Intersection for the Proposed Scenic Stop
HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
Final Environmental Assessment
FIGURE 1-4



Source: Parsons Brinckerhoff Quade & Douglas, Inc.



Not To Scale

Right Turn In / Right Turn Out at Existing Scenic Stop
 HANAIEI VALLEY/HANAIEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
 FIGURE 1-5

1.3.2 Operational Characteristics

Princeville Corporation will relinquish title to the property and USFWS will obtain fee simple ownership. The property will be added to the Hanalei NWR (see Figure 1-2). The transfer of ownership will require the subdivision of TMK 5-3-01:16.

The overlook, visitor information center and grounds will be managed by the USFWS in compliance with the laws, regulations, and policies relating to lands of the National Wildlife Refuge System. The scenic stop will open during regular business hours. Picnicking and the sale of food will not be allowed because such activities may not be compatible with the Refuge. The Refuge manager will have the authority to open and close the parking area and viewing site to ensure the safety of visitors and proper management of the facility. USFWS does not plan to charge a fee for visitors to use the overlook or visitor information center.

Based on experience operating the Kilauea Point NWR, the USFWS expects that the new scenic stop may be financially self-supporting. The revenues obtained through bookstore sales and donations are expected to be sufficient to fund O&M of the new stop. The USFWS has estimated O&M to cost about \$200,000 annually. All merchandise (e.g., books, souvenirs, etc.) sold at the store will be related to the Hanalei NWR and natural and cultural history of Hawaii. However, food will not be sold, even if sealed or packaged. In addition to being used for maintenance, donations and profits from the bookstore will fund environmental education programs at the facility.

USFWS does not anticipate funding a staff position to manage the scenic stop and plans to rely on a non-profit organization or other cooperator to provide operational services, such as running the visitor information center, including the book store, and maintaining the grounds. However, as owner of the facility, USFWS will retain the right to provide staffing and services necessary to properly operate and manage the property. Kilauea Point NWR uses a similar management structure.

The primary purpose of the visitor information center is to provide educational and interpretive information about the natural and cultural history of the Refuge, Hanalei Valley and the North Shore of Kauai, and to support visitors to the scenic overlooks. However, the USFWS will work with State, local and visitor-industry agencies and organizations to provide general non-commercial information that may be useful for tourists visiting the North Shore, such as ocean safety tips, travel times to and locations of certain areas, crime prevention tips, and other information that would enhance the visitors' experience on Kauai. The USFWS will not provide a commercial brochure rack or use the facility as an information clearinghouse for local businesses. In addition, the USFWS will not allow the facility to be used for commercial activities, such as staging tour operations.

The scenic stop will be closed at night, and a gate will be placed at the entrance to keep vehicles out of the facility in the evenings. As described in Section 1.3.1, outdoor lighting will be provided at the scenic stop buildings, but only to the degree necessary for security. They will be of low wattage, and shielded to prevent adverse effects to wildlife and light pollution in Hanalei Valley.

1.3.3 Estimated Cost and Schedule

The estimated construction cost of the new scenic stop, including the visitor information center, is \$3 to \$4 million. A breakdown of this cost estimate is provided in Table 1-2. The architectural style of the visitor information center could increase the total construction cost. PLH funding would be sought to finance construction. If this is insufficient, Enhancement Funds may be used, with the property donation used as the matching local share.

**Table 1-2
 Breakdown of Construction Cost Estimate**

Project Element	Estimated Cost
Kuhio Highway Intersection	\$700,000
Utilities ¹	\$400,000
Site work ²	\$320,000
Visitor information Center ³	\$600,000
Lookouts	\$100,000
Maintenance Building	\$50,000
Education Pavilion	\$30,000
Landscaping	\$300,000
Contingencies and Mobilization	\$500,000
Total	\$3,000,000

Note: ¹ Water, sewer, electric and telephone installation
² Clearing and grubbing, grading, pavement, walls, walking paths, and signage
³ Cost would vary depending on architecture.

Source: Parsons Brinckerhoff Quade & Douglas, Inc., September 2001.

The present project schedule is shown on Table 1-3. Design and permit acquisition is expected to last up to two years. These activities are scheduled to begin immediately after completion of environmental review. Construction of the project could begin as soon as 2005. However, the entire schedule is dependent upon funding availability for design and construction.

**Table 1-3
 Proposed Project Schedule**

Activity	Period
Design and Permitting	2003 to 2005
Construction	2005 to 2006
Open for Service	2006

Source: State of Hawaii, Department of Transportation and Federal Highway Administration, April 2003.

1.4 NO BUILD ALTERNATIVE

Under the No Build Alternative, the site proposed for the new scenic stop will remain undeveloped in the short term. Princeville Corporation will proceed with alternative uses of the site consistent with the overall objectives of its master plan.

The HDOT will modify access to the existing scenic stop from an uncontrolled condition to one-way in/one-way out operation by painting double solid lines on Kuhio Highway in front of the scenic stop, providing signage notifying motorists that left-turns into the scenic stop are prohibited, and installing a raised curbed island between the highway and scenic stop (see Figure 1-5). These HDOT measures will be implemented with or without the proposed scenic stop (see Section 1.3.1).

1.5 ALTERNATIVES CONSIDERED BUT REJECTED

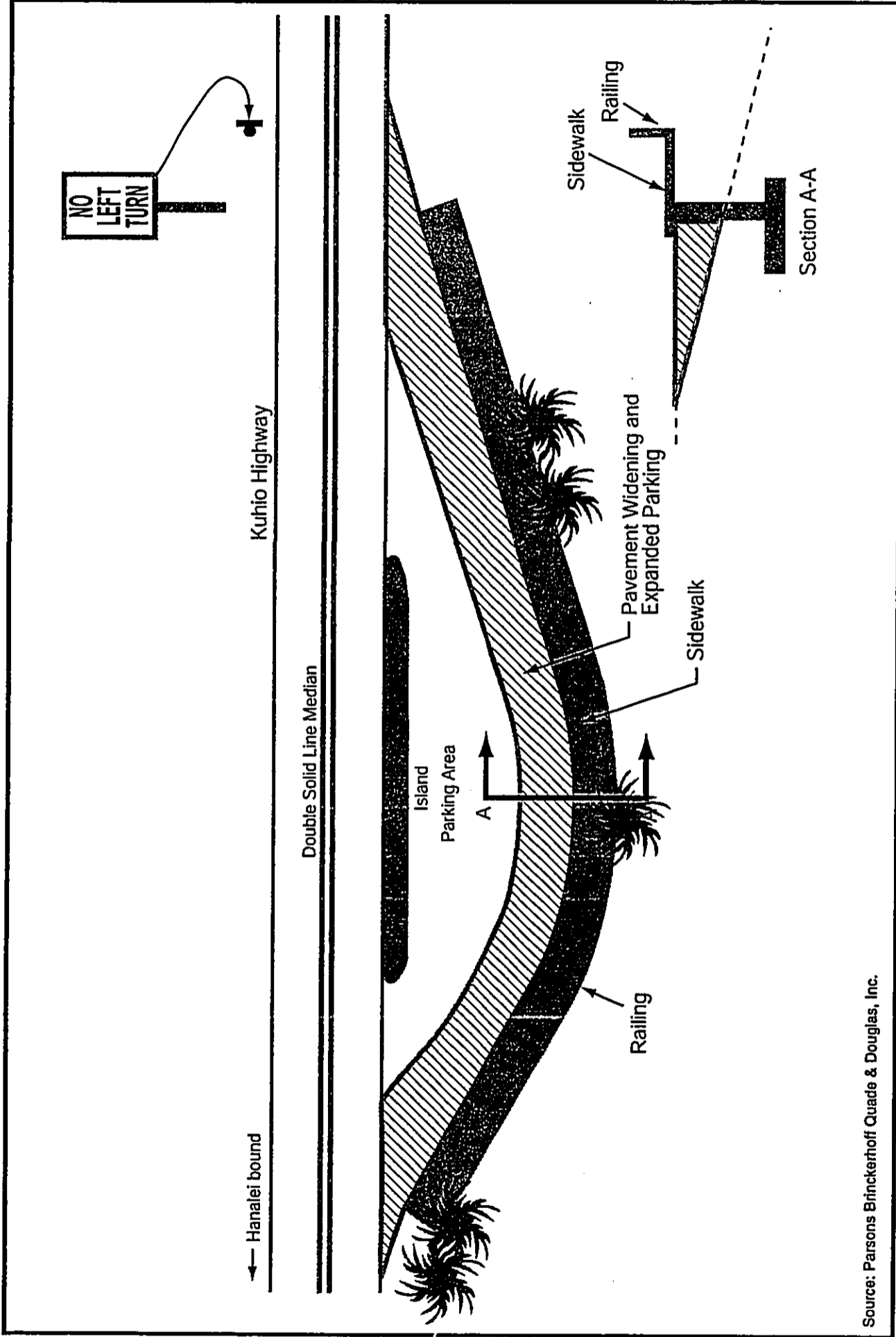
Several project alternatives were considered but rejected from further consideration. Some of these alternatives were suggested during a public meeting held on August 29, 2000 (see Section 3.2). This section presents these rejected alternatives with the reasons for their elimination. The rejected alternatives are:

- Construct platform at the existing scenic stop that extends into the valley;
- Realign Kuhio Highway away from the existing scenic stop;
- Construct parking lot and visitor information center at an alternative site located on the north (makai) side of Kuhio Highway opposite of the existing scenic stop;
- Develop scenic stop at a site opposite the Kuhio Highway / Ka Haku Road Intersection;
- Develop proposed site with only a parking lot and overlook; and
- Develop proposed site with only a parking lot, overlook and restrooms.

1.5.1 Platform Extension at the Existing Scenic Stop

This alternative would provide a platform at the existing scenic stop extending 10-15 feet from the lookout edge into the valley (see Figure 1-6). This alternative would enlarge the existing stop so that a few more parking spaces could be provided. However, the modified scenic stop would still not be large enough to accommodate a visitor information center. Not only would this alternative fail to meet project purposes (see Section 1.2), the USFWS would not accept management of the scenic stop because without a visitor center bookstore, the agency would not be able to generate revenues for long-term maintenance. Volunteers, such as the Lions Club, would have to continue to maintain the site, or else the lookout would be overgrown with vegetation blocking views of the valley.

The advantages of this alternative are that the modified scenic stop would have more space for parking and safer access. Disadvantages of this alternative, apart from not meeting the purposes of the project, are that the platform would be highly visible from the valley floor and would blemish the natural landscape of the valley and it is likely that many people would find the platform unattractive given its setting. In addition, the nominal additional parking provided by this alternative would not justify the construction cost. Because this alternative would not



Source: Parsons Brinckerhoff Quade & Douglas, Inc.



Not To Scale

Platform Extension at Existing Scenic Stop
HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
FIGURE 1-6

have all the features necessary to meet the project purposes, would have poor cost effectiveness, and would generate adverse visual impacts, it was dropped from further consideration.

1.5.2 Re-Alignment of Kuhio Highway at the Existing Scenic Stop

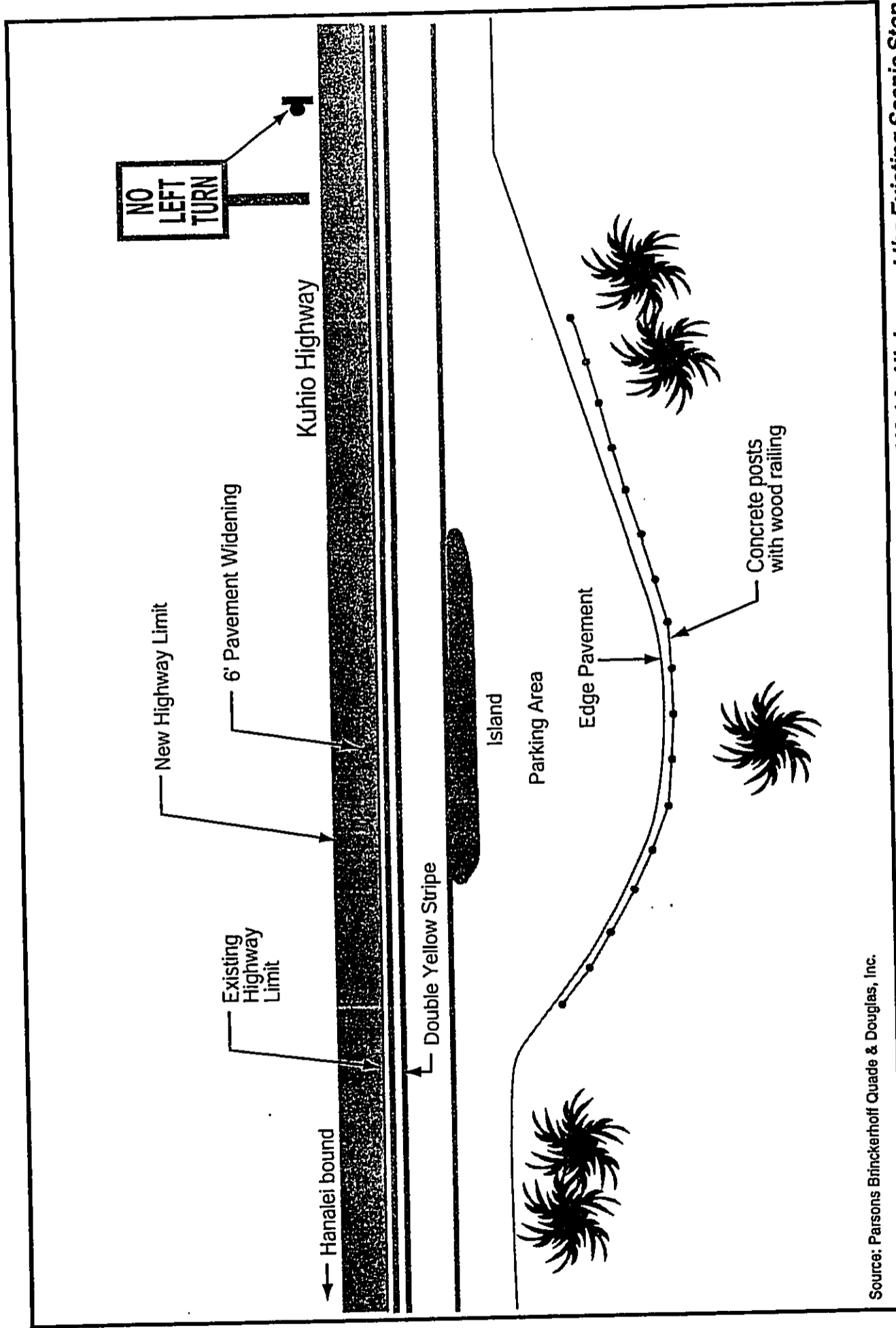
Like the platform extension alternative described in Section 1.5.1, this alternative would enlarge the area of the existing scenic stop to provide more parking. Instead of enlarging the scenic stop toward the valley, this alternative would enlarge the stop by re-aligning Kuhio Highway about six feet to the north (makai) (see Figure 1-7). After the highway re-alignment, however, the site would still not be large enough for a visitor information center, and the USFWS would not be interested in managing the facility because they would have no ability to generate revenues for maintenance. Therefore, like the platform alternative, this alternative would not have all the features necessary to meet the project purposes. Volunteers, such as the Lions Club, would have to continue to maintain the site.

The advantages of this alternative are that the modified scenic stop would have more space for parking and safer access. Disadvantages of this alternative are that re-aligning Kuhio Highway would disrupt traffic flow during construction and this alternative would not be cost effective because only a small number of additional parking spaces would be provided. The poor cost effectiveness of this alternative and its traffic impacts led to the decision to drop this alternative from further consideration.

1.5.3 Alternate Scenic Stop Site

This alternative would establish a new scenic stop on a vacant parcel immediately north (makai) of the existing lookout, across Kuhio Highway (see Figure 1-8). The site would be three or four acres in size, and include a parking lot and visitor information center with an interpretive area, bookstore and restrooms. Since the facility would enhance public appreciation of the Refuge and generate a revenue stream, USFWS would obtain the property and manage the facility. However, it is uncertain whether this alternative would be eligible for additional PLH funding because the parcel is not adjacent to a federal property.

The advantages of this alternative are that the alternative site would offer ample parking and a visitor information center, and the means to generate revenues. Disadvantages of this alternative are that visitors would have to cross Kuhio Highway to access the lookout, and there would be no enhancement to publicly accessible scenic views despite the capital cost of the project. In addition, Princeville Corporation would not donate the site because it has substantial development potential and commercial zoning. Therefore, the property would need to be acquired in fee at fair market value, substantially increasing the cost of the project. Because of this additional cost and because visitors would have to cross Kuhio Highway to access the overlook, the alternate scenic stop site alternative was dropped from further consideration.

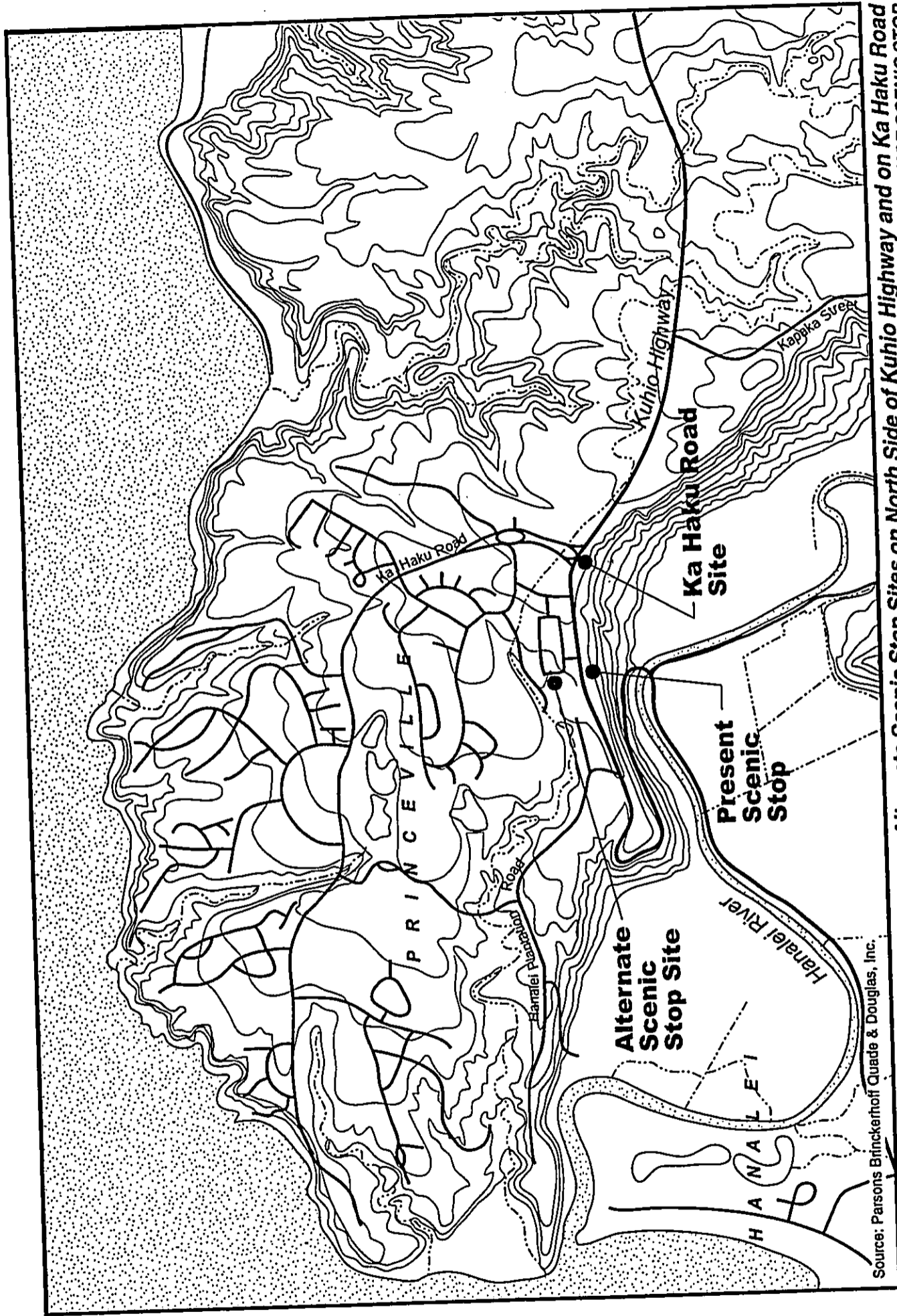


Source: Parsons Brinckerhoff Quade & Douglas, Inc.



Not To Scale

Re-Alignment of Kuhio Highway at the Existing Scenic Stop
HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
FIGURE 1-7



Source: Parsons Brinckerhoff Quade & Douglas, Inc.
 Scale: 0' 1000' 2000'
 N

Alternate Scenic Stop Sites on North Side of Kuhio Highway and on Ka Haku Road
HANA'LEI VALLEY/HANA'LEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
FIGURE 1-8

1.5.4 Kuhio Highway / Ka Haku Road Intersection Site

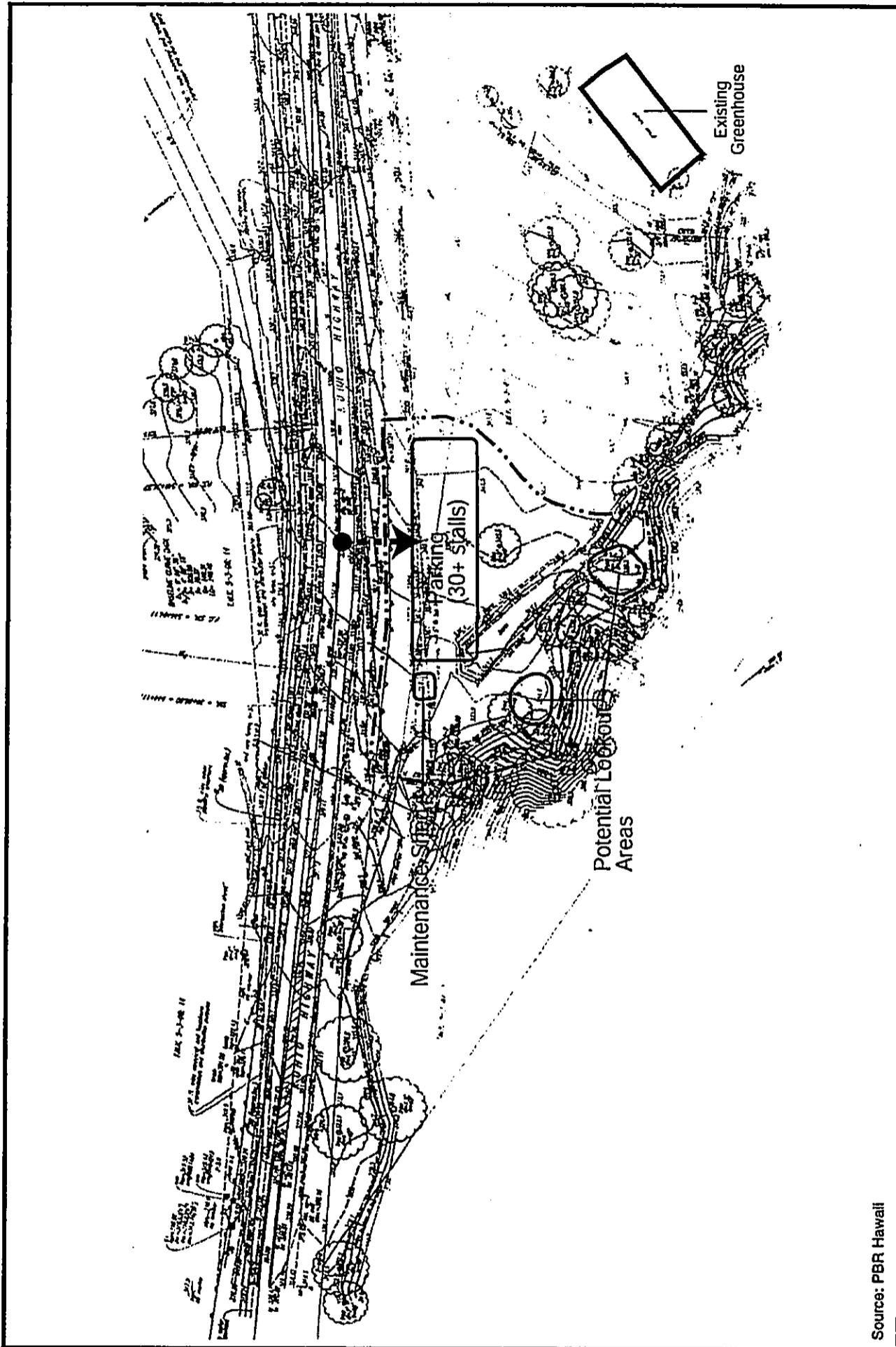
An alternative site in a vacant area on the south (mauka) side of the Kuhio Highway / Ka Haku Road Intersection (see Figure 1-8) was also suggested. The site is approximately 0.4 acres. This alternative would require the conversion of the Kuhio Highway / Ka Haku Road intersection from a T-intersection to a four-legged intersection.

Although this site could provide more off-street parking than is presently available at the existing scenic stop, the views from the Ka Haku Road site would not be as good (i.e., as panoramic) as the view available from the existing overlook or from the proposed site. The Ka Haku Road site would not be large enough to accommodate a visitor information center. Therefore, the USFWS would not accept management of the scenic stop because the agency would not have the means to generate revenues for long-term maintenance. The Ka Haku Road alternative would not have all the features necessary to meet the project purposes.

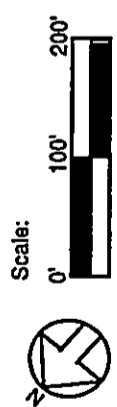
1.5.5 Alternatives at Proposed Scenic Stop Site

Two other schemes were developed for the site of the proposed scenic stop, in addition to the proposed scheme that is described in Section 1.3. The first scheme would only provide a parking lot and overlook (see Figure 1-9), and the second scheme would include restrooms in addition to these two features (see Figure 1-10).

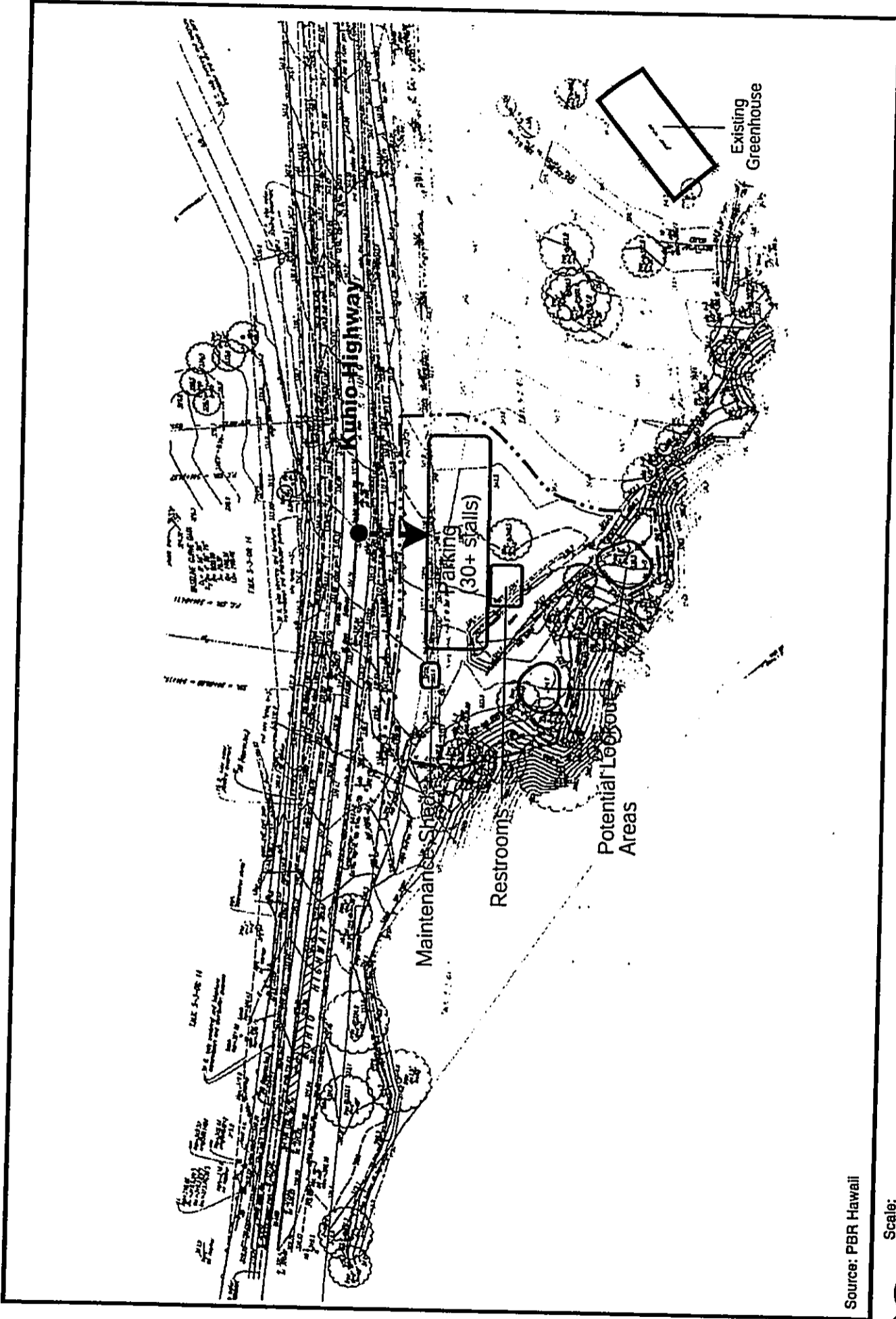
Although both options would enhance viewing opportunities of Hanalei Valley and would address the uncontrolled and limited access problems of the existing scenic stop, they were eliminated from consideration because neither alternative would provide a revenue stream for the maintenance of the scenic stop. The USFWS would refuse to take title to and manage the property, and there would no reliable means to ensure the upkeep of the site. In fact, without reliable means to ensure the long-term maintenance of the site, Princeville Corporation would not donate the site. Therefore, schemes 1 and 2 were eliminated from consideration.



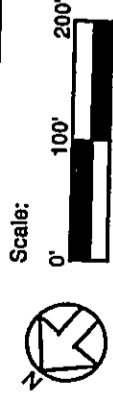
Source: PBR Hawaii



Proposed Site Scheme 1
HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
FIGURE 1-9



Source: PBR Hawaii



Proposed Site Scheme 2
 HANAIEI VALLEY/HANAIEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
 FIGURE 1-10

CHAPTER TWO

**Environmental Setting, Impacts and
Proposed Mitigation**

CHAPTER 2 ENVIRONMENTAL SETTING, IMPACTS AND PROPOSED MITIGATION

This chapter describes the existing environmental conditions in the area potentially affected by the project. It also describes the short-term construction impacts and long-term environmental impacts of the proposed action. In cases where a short- or long-term impact is considered adverse, measures to eliminate, minimize or mitigate the impacts have been included.

2.1 CONSTRUCTION IMPACTS AND MITIGATION

Construction of the proposed project will cause short-term environmental impacts. Since construction impacts are expected, measures to minimize or mitigate adverse effects are also proposed in this section.

The No Build Alternative involves re-striping the section of Kuhio Highway fronting the existing scenic stop, placing a curbed island between the stop and the highway and erecting new signs prohibiting left turns into the stop. Implementing these elements will temporarily affect traffic flow.

2.1.1 Air Quality

Fugitive dust is airborne particulate matter generated by construction vehicles operating around the construction site, and material blown from uncovered haul trucks, stockpiles, and exposed areas. Fugitive dust is usually comprised of large particle sizes.

The rate of dust emissions from construction activities varies greatly depending upon the type of soil, the amount and type of earthmoving activity, the moisture content of exposed soil, and wind speed. Construction of the parking lot, visitor information center and other facilities and buildings could cause fugitive dust emissions. State Air Pollution Control Regulations prohibit visible emissions of fugitive dust beyond the project site.

To prevent fugitive dust from affecting areas beyond the project site, construction activities will minimize land disturbance, and watering will be used during dry conditions. If needed, windscreens will also be used if fugitive dust were likely to disturb nearby residences in Princeville Resort. However, the prevailing northeast trade winds would blow fugitive dust away from Princeville Resort most of the time. Landscaping will be established as early as possible. To prevent haul trucks from tracking dirt onto paved streets, tire washing or road cleaning may be appropriate. State regulations stipulate that open-bodied trucks must be covered at all times when in motion if they are transporting wind-erodible materials.

Construction vehicles will emit engine exhaust. The largest of this equipment type is usually diesel-powered. Diesel combustion tends to emit relatively high levels of nitrogen oxide (NO_x) in comparison to gasoline-powered equipment. However, standards for such pollutants are set

on an annual basis, and would therefore not likely be violated by short-term construction equipment emissions.

Traffic delayed by construction activities (see Section 2.1.7) relating to the new Kuhio Highway intersection could become a stationary source of auto-related air pollutants under certain circumstances (e.g., if only one lane is made available and traffic is only allowed to proceed one direction at a time), similar to vehicles queuing at a signalized intersection. From a regional (mesoscale) perspective, the amount of additional air pollutants due to this delay would be minute. This impact could be apparent at the microscale (street) level, but there are no human activities next to the highway that would be affected by this possible impact.

2.1.2 Noise

Construction will involve the use of heavy machinery that has the potential to cause temporary noise impacts to noise-sensitive land uses. The nearest noise-sensitive land uses are residences in Princeville Resort, located approximately a half-a-mile from the project site, and two residences in the valley. Since all construction activities will occur during week day hours when occasional loud noises are more tolerable and there are no residences adjacent to the construction site, extended noise disruptions to normal activities are not anticipated. In addition, construction noise is not expected to adversely affect the endangered species of the Refuge because all construction activities will be located outside the Refuge at a sufficient distance from core Refuge habitat of the endangered birds.

The State of Hawaii Department of Health (SDOH) maintains community noise control standards that apply to construction noise (Hawaii Administrative Rules, Section 11-46). All construction activities will follow specifications described in these regulations.

2.1.3 Water Resources

Construction activities will require the clearing and filling of the project site, which could expose up to three acres of un-vegetated soil to the elements (wind and rain). The primary concern would be the potential for erosion and sedimentation due to stormwater passing through un-vegetated areas, which could result in degradation of water quality in any nearby surface water body. The nearest surface water bodies downstream from the construction site are Hanalei River, which meanders through Hanalei Valley and empties in Hanalei Bay, and adjacent wetlands. Sedimentation from the construction site flowing down the north ridge of Hanalei Valley that is not deposited on the valley wall would flow into the Refuge, taro wetlands, and possibly the Hanalei River.

The construction area will be about three acres in size. The threshold triggering the need for a National Pollutant Discharge Elimination System (NPDES) permit relating to stormwater discharges during construction was five acres (as reported in the Draft EA) but was reduced to one acre in March 2003. Since construction is scheduled for 2005 at the earliest, a NPDES permit will be necessary.

The NPDES permit will require the implementation of erosion control measures or Best Management Practices (BMP) during construction. The intent of the BMPs is to prevent erosion from the site, thereby maintaining the quality of nearby water bodies. The BMP plan will be reviewed by the SDOH, Clean Water Branch during the review of the project's NPDES permit application or Notice of Intent. The County of Kauai Department of Public Works (DPW) will also be asked to provide an independent review of the BMP plan.

Generally accepted BMPs applicable to this project include:

- use of silt curtains and silt fences;
- minimizing areas of disturbance;
- covering stockpiles;
- immediate planting of vegetation and/or mulching on highly erodible or critical areas; and
- construction of dikes or diversions to avoid runoff across erodible areas.

As stated in the letter from the DPW (see Section 3.4.3), the project will be exempted from obtaining a grading, grubbing, and stockpiling permit.

2.1.4 Solid Waste Management and Hazardous Waste

Site preparation and construction will produce wastes, which will be disposed of at a SDOH permitted disposal site. No wastes shall be buried or burned on site. Excavated materials will be used elsewhere on the project site for fill, or will be disposed of outside the project site at an approved location.

As described in Section 2.2.1, there are no reports of site contamination at the project site. However, this does not necessarily mean that the site is free from contamination because hazardous material sources may not be listed in current environmental databases. If contamination were to be identified during construction, the contractor will report it immediately to HDOT and SDOH. Handling of hazardous materials and possible remediation of the contaminated site will be required in accordance with applicable State and federal laws, which specify the handling, treatment, and disposal of contaminated materials.

Good housekeeping practices will be required of the contractor, such as ensuring that:

- All waste materials be collected and stored in securely lidded metal dumpsters and not buried on site;
- Materials stored on-site be stored in a neat, orderly manner in appropriate containers (i.e., per manufacturers recommendations);
- All on-site vehicles be monitored for leaks and receive regular preventive maintenance to reduce the chance of leakage; and
- A spill prevention and clean-up plan is prepared and implemented.

All sanitary waste generated during the construction phase will be collected from portable units as required.

2.1.5 Historic and Archaeological Resources

As is described in Section 2.3.5, the project site, or the area affected by construction, contains no signs of pre-contact or historic land alterations, and the potential of uncovering subsurface archaeological deposits during construction would be very small. Nearby historic properties, such as Pooku *Heiau*, will not be affected by construction activities because the project site is separated from the *heiau* by about 1500 feet and the Princeville nursery building and greenhouses.

The contractor will not be allowed to dump landscape or other materials down the slope. This prohibition will protect the archaeological sites located down slope of the construction area in the Hanalei NWR Historic and Archaeological District.

In the exceedingly unlikely event that burials or other significant finds are unearthed during excavation (see Section 2.3.5), work will stop immediately and the SHPD will be notified in accordance with HRS Chapter 6E. Construction would resume only upon approval of the appropriate authorities.

2.1.6 Flora and Fauna

Construction will displace the existing flora at the project site. Many of the plant species are introduced, and all are found in many places on the island. No plant species on the project site are federally designated, threatened or endangered. Section 2.2.3 contains a description of floral conditions at the project site.

Habitats of fauna at the project site will be disturbed or displaced by construction activities. Although most of the species using the project site are not threatened or endangered, endangered Hawaiian hoary bats may be on-site because they do occur in the valley and ridge tops. However, no bats have been documented on the site (see Section 2.2.3). The endangered waterbirds that use Hanalei National Wildlife Refuge do not prefer the type of landscape presently found on the project site. The project site is relatively small in comparison to the habitat range of any affected species.

As a precautionary measure, clearing activities will not be conducted during June and July, the peak bat breeding season (see Appendix B). This would minimize potential adverse effects on bats with pups that are unable to fly.

2.1.7 Traffic

Since the project site is set back from the roadway, construction will not affect traffic flow on Kuhio Highway except when large and/or slow-moving vehicles enter or leave the site. However, construction of the new intersection on Kuhio Highway will cause motorists to experience some delay and inconvenience, especially when lane closures are necessary. The re-striping of Kuhio Highway fronting the existing scenic stop and installing a raised curb island will also cause motorist delays.

To minimize motorist delays, lane closures will be limited to off-peak hours. When lane closures are conducted, flagmen will be positioned to safely maintain traffic flow.

2.2 PHYSICAL ENVIRONMENT

2.2.1 Topography, Geology and Site Contamination

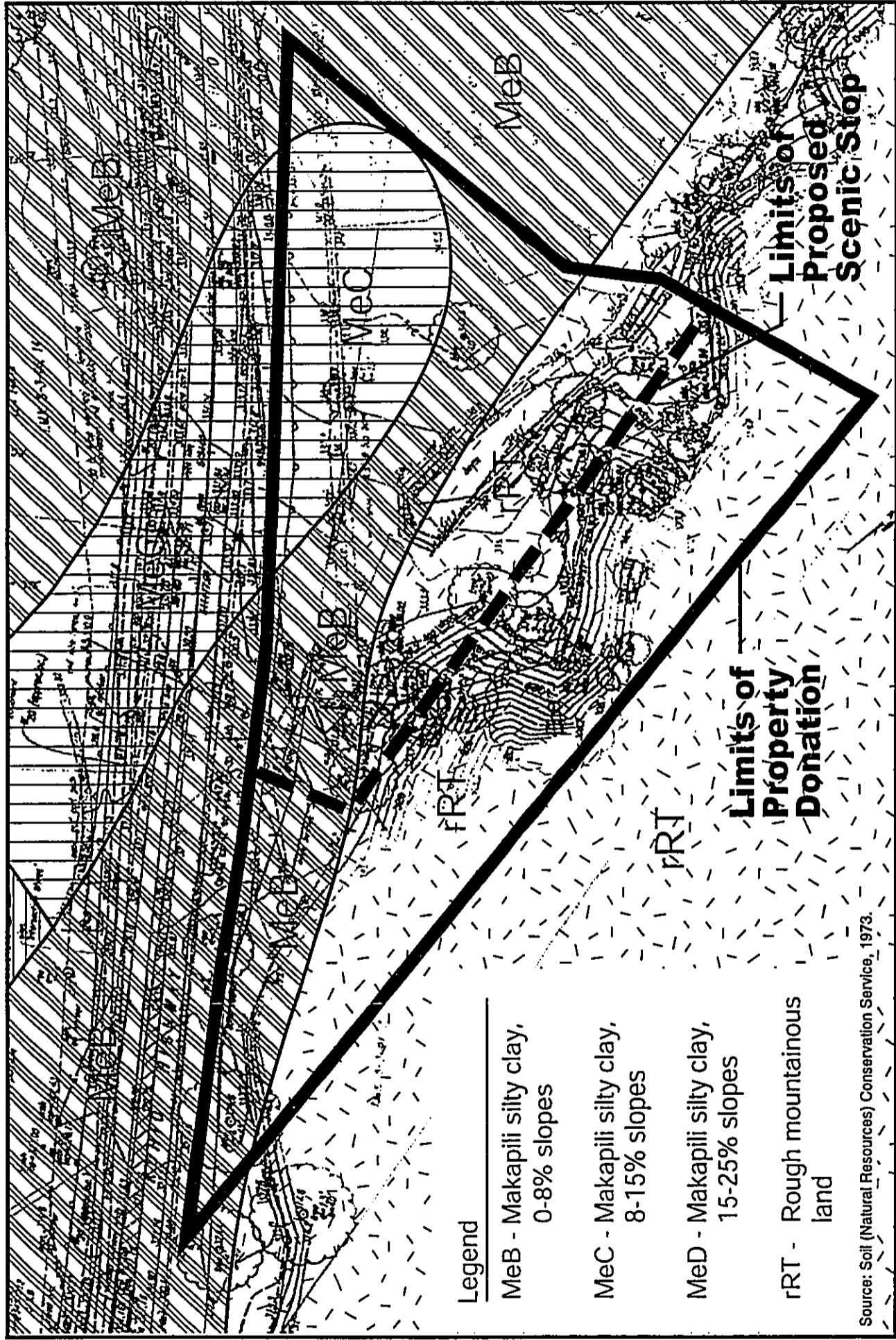
2.2.1.1 Existing Condition

The island of Kauai consists of a single great shield volcano that is deeply eroded and partly veneered with much later volcanic activity. The shield volcano was built by the extrusion of lava of the Waimea Canyon Volcanic Series during the late Pliocene Epoch (about 2.25 million years ago). Following the cessation of the main volcano-building event, there was renewed volcanic activity with the extrusion of the post-erosional Koloa Volcanic Series. Rocks of the Koloa Volcanic Series are generally characterized as thick flows of dense basalt extruded from dozens of vents and are associated with pyroclastic materials that form low cinder cones at the vent. Rocks of the Koloa Volcanic Series cover most of the eastern half of Kauai from Hanalei to Koloa.

The project site is located on the eastern ridge of Hanalei Valley near Princeville Resort and Hanalei town, two communities located along the northern coast of Kauai. The project site is about one mile from the coastline. The top of the ridge where the overlook will be located is approximately 300 feet above the valley floor. The valley wall below the overlook is very steep, at about a 50 percent grade. The project site has about a four percent grade sloping from east to west.

Like many other valleys on Kauai, Hanalei Valley was largely created by stream erosion. It stretches from Hanalei Bay to the Mount Waialeale plateau, a distance of approximately 12 miles. The valley is widest at the bay, narrowing inland. Alluvial deposits, and the effects of sea level changes helped formed the valley's flat floor. Because of this flat terrain, and wetland conditions (see Section 2.2.2), the valley floor is presently used for endangered waterbird management and wetland taro cultivation. The valley floor was also used to cultivate sugarcane, coffee and rice from the early 1800s through the 20th century.

According to the Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii (August 1972) prepared by the U.S. Department of Agriculture, Soil Conservation Service (now the Natural Resources Conservation Service), the soils of the project site are classified as the Makapili Series (see Figure 2-1). These soils are developed from materials weathered from basic igneous rock, and occur at elevations from 100 to 350 feet. They are generally ideal for pasture, irrigated sugarcane and woodland. The specific soil type at the project site is MeB (Makapili Silty Clay, 0 to 8 percent slopes), which occur on broad upland ridges. Permeability of this soil is moderately rapid, its runoff is slow, and its erosion hazard is slight.



HANAIEI VALLEY/HANAIEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Soil Types at the Proposed Site
 Final Environmental Assessment
 FIGURE 2-1

Although the project site is not currently used for agriculture (see Section 2.2.3), at least a portion of the site is classified as "prime" in the Agricultural Lands of Importance to the State of Hawaii (ALISH).

A database search was conducted to investigate the potential that the project site contains hazardous materials. The search included federal and State environmental databases in accordance with the American Society for Testing and Materials standards for environmental site assessments (E1527-00). The database search found no records of hazardous materials sites directly on the affected parcel. However, one leaking underground storage tank site was identified at Princeville Service Station, which is located about a half-a-mile west of the project site. Since the site is listed as a small quantity generator in the Resource Conservation and Recovery Information System database and is at a slightly lower elevation than the project site, site contamination from this source is highly unlikely.

2.2.1.2 Potential Impact

The proposed scenic stop will not substantially change the topography of the project site or surrounding areas. The elements of the scenic stop, such as the visitor information center and overlooks, will be designed to conform to the existing contours of the project site. For example, the overlook areas will be placed on natural ridge formations to maximize viewing opportunities of the valley without requiring substantial excavation other than installing railings or rock walls for safety purposes.

Since some of the soils found on the project site are important, the project must comply with the Farmland Protection Policy Act (FPPA). FPPA requires that federal agencies identify and consider the adverse effects of their programs on the preservation of farmland; consider alternative actions that could lessen adverse effects; and ensure that their programs, to the extent practicable, are compatible with State, local and private programs and policies to protect farmland. Per 7 CFR 658.4(a), a Form AD-1006, "Farmland Conversion Impact Rating," was submitted to the Natural Resources Conservation Service (NRCS) for a "relative value of farmland to be converted" (see Appendix B). The FHWA completed Form AD-1006 by providing site assessment scores per 7 CFR 658.5. The combined Land Evaluation and Site Assessment score for the proposed project is 110 points. If an alternative receives a total score (relative value of farmland plus total site assessment score) equal to or greater than 160 points, alternatives that avoid farmland impacts must be evaluated. However, if the score is less than 160, alternatives do not need to be considered. The completed Form AD-1006 is provided in Appendix B.

During the design phase of the project, geotechnical or geological investigations will be conducted to ensure that the scenic stop will not increase the risk of landslides.

2.2.2 Water Resources

2.2.2.1 Existing Condition

A botanical survey of the site (see Section 2.2.3) revealed that the project site itself does not contain surface water bodies or wetlands. The survey found no evidence of wetland vegetation.

The surface water bodies nearest to the project site are Hanalei River, which meanders along the valley floor, and the river's adjacent wetlands. The river is designated a National Heritage River, and according to the SDOH, it is classified as a Class 1(a) inland water. The Hawaii Stream Assessment (1990) evaluated Hanalei River as having outstanding aquatic natural resources. The river's estuary and Hanalei Bay also have important scenic, recreational, fish and wildlife, cultural and economic aquatic resources. The wetlands are used to cultivate taro and provide habitat for endangered waterbirds (see Section 2.2.3).

Princeville Development Corporation operates its own potable water system. However, the project site is not used to extract potable groundwater.

The site is not within a floodplain according to the Flood Insurance Rate Map. The nearest floodplain is within Hanalei Valley, which stretches to Hanalei Town and Bay. Stormwater flow at the project site moves from east to west, discharging to both the Kuhio Highway (north) and Hanalei Valley (south) sides of the project site. The section of Kuhio Highway fronting the project site contains stormwater drainage facilities for stormwater runoff from the highway.

2.2.2.2 Potential Impact

Indirect impacts to Hanalei River, adjacent valley wetlands and coastal waters, including Hanalei Bay, are not anticipated. As described in Section 2.2.1.2, the existing contours of the site will be maintained. Therefore, stormwater flow will continue in an east to west direction discharging to Kuhio Highway and the valley. However, the parking lot and access roads will be designed so that stormwater from these areas flows towards the highway and its existing storm drain system. Directing the drainage to the existing storm drain system will prevent automobile-related pollutants from entering the valley from the scenic stop. Stormwater on Kuhio Highway in the vicinity of the project site is channeled to a pond in Princeville Golf Course, which serves as a retention basin. Any pollutant loadings from the parking lot would more than likely be trapped in the pond or the golf course basin. It is highly doubtful that pollutants specifically from the parking lot would reach Anini Beach or nearby coastal area, located to the north and a mile away from the project site. The scenic stop may increase the volume of stormwater entering the drainage system.

Water needed for restrooms, irrigation and other functions will be obtained from Princeville's potable water system. Sewage from the restrooms and other wastewater sources will discharge to Princeville's wastewater system.

2.2.2.3 Mitigation Measures

The capacity of the Kuhio Highway storm drain system will be analyzed. Were it to be found that the stormwater load from the project site cannot be accommodated by the existing drainage system, appropriate measures will be taken. This may include increasing the capacity of the existing system or constructing a new drainage system, utilizing retention areas on the north (makai) side of Kuhio Highway. Any modifications of the storm drain system on Kuhio Highway must meet HDOT design criteria.

2.2.3 Flora and Fauna

2.2.3.1 Existing Condition

Flora

The project site was used as a nursery for plant and landscape material for Princeville Resort. The nursery ceased operation on the site in 1993-94, but the nearby main building and greenhouses, which are located east of the project site, are still in operation.

A botanical field survey of the project site was conducted in August 2000 (see Appendix D). Due to the property's past use and because the nursery operation on the project site has not been active for several years, the project site is mostly overgrown with vegetation dominated by introduced or alien species, some of which are associated with the nursery. Introduced plants are species brought to Hawaii by humans, intentionally or accidentally, after Western contact. There are very few native species at the site, and those that were found are most likely associated with the former nursery.

The former nursery probably cultivated many of the species found on site, such as:

- Coconut, royal, Manila, areca, and fish-tail palms;
- Ornamental plants, such as oleander, beach naupaka, ti leaf cultivars, hala, bottle brush, Cook pine, sausage tree, *Heliconia* hybrids, *Hibiscus* hybrids, travelers tree, and weeping fig; and
- ground cover plants, such as water hyssop, mohihihi, and wedelia.

Dense weedy cover of California, guinea and Hilo grasses dominate between the nursery stock plantings. Other weedy shrubs and trees at the site include guava, haole koa, java plum, guarumo and African tulip.

A forest of mixed trees ranging in height from 25 to 30 feet is located along the bluff overlooking Hanalei Valley. The trees are primarily Java plum with scattered trees of African tulip, guarumo and Formosan koa, and hau thickets. Dense shrub layers found between the trees are composed mostly of strawberry guava, guava, Christmas berry and Koster's curse.

Near Kuhio Highway, the vegetation is more open and consists of dense mats of California grass, with scattered shrubs of guava and sourbush, and Formosan koa and Java plum trees.

None of the plant species found in the project site is categorized as threatened, endangered or a species of concern by the USFWS.

Fauna

The study area is adjacent to an urban area (Princeville Resort), and was used for agricultural purposes (plant nursery). Therefore, the site is primarily being used as habitat for introduced species that are common throughout the Hawaiian Islands, such as feral pigs, rats, mice, cats and dogs. Endangered faunal species inhabit the nearby Refuge (see below).

USFWS biologists visited the project site early in project planning and did not find evidence of native, threatened or endangered fauna. However, to respond to comments received on the Draft EA regarding the lack of a faunal field survey, USFWS biologists performed another site survey. In addition, Section 7 consultation pursuant to the federal Endangered Species Act (ESA) of 1973 was completed to augment the Section 7 consultation initiated by the FHWA (see below). No native, threatened or endangered wildlife was observed on the project site, nor did the biologists consulted about the project raise concerns.

Threatened and Endangered Species

In accordance with the requirements of the ESA, a Section 7 consultation was conducted with the USFWS, one of two agencies mandated to administer the ESA. Section 7 requires that actions that are federally funded, authorized or carried out be done in a manner to not jeopardize the continued existence of any plant or animal species listed as threatened or endangered, or destroy or adversely modify any designated critical habitat. A "threatened" species is one that is likely to become an endangered species in the foreseeable future. "Endangered" species are those that are in danger of extinction throughout all or a significant part of their range. Copies of correspondence with the USFWS are in Appendix B.

The State of Hawaii Department of Land and Natural Resources, Division of Forestry and Wildlife (DOFAW) was also contacted during pre-consultation, and responded that the project will not impact any of DOFAW's programs (see Appendix A).

In a letter dated October 17, 2000 (see Appendix B), the USFWS stated that the following federally endangered species are known to occur in the vicinity of the project site: Koloa Maoli or Hawaiian duck (*Anas wyvilliana*), Ae'o or Hawaiian stilt (*Himantopus mexicanus knudseni*), Alae Kea or Hawaiian coot (*Fulica americana alai*), Alae Ula or Hawaiian moorhen (*Gallinula chloropus sandwicensis*), Nene or Hawaiian goose (*Branta sandwichensis*), Ope'ape'a or Hawaiian hoary bat (*Lasiurus cinereus semotus*), and the Hawaiian dark-rumped petrel (*Pterodroma phaeopygia sandwichensis*). USFWS also stated that the federally threatened Newell's shearwater (*Puffinus auricularis newelli*) also occurs seasonally in the vicinity of the project site.

The Hanalei NWR contains wetland habitat (taro fields) and created wetlands preferred by the endangered Hawaiian waterbirds: the Hawaiian duck, stilt, coot and moorhen. The Refuge is also used as habitat for the Hawaiian hoary bat. The bats use vegetated areas for roosting and foraging, and are likely to occur sporadically within the valley and along the ridgeline. However, no bat sightings have been documented on the project site by the USFWS, even

though they are known to roost in the type of vegetation present on the site, as well as many other areas throughout Kauai.

According to the USFWS website, the nene, the Hawaii State bird, lives in scrubland, grasslands or sparsely vegetated slopes, and is sometimes found on golf courses. Their population size is increasing on Kauai, and nene are residents of the Refuge. They are not currently present on the project site, but could be attracted to the site if they find suitable loafing or feeding habitat.

The Newell's shearwater and Hawaiian dark-rumped petrel are migrating seabirds that feed in the ocean but nest in inland mountain areas. They do not nest on the project site.

Comments received on the Draft EA stated that the project site may be used by the pueo, or Hawaiian Owl, even though this species was not observed during USFWS field surveys. The pueo is not listed as a federal Trust Species (i.e., not listed as a candidate, threatened or endangered species). It is listed as endangered by the State of Hawaii for the island of Oahu, but not Kauai. Although USFWS biologists did not observe the pueo on site, and is likely not a resident of the site, it is possible that pueo occurs sporadically on or flies above the project site. However according to the State Department of Land and Natural Resources, Division of Forestry and Wildlife, this is unlikely due to the project site's proximity to urban land uses, such as Princeville Shopping Center.

2.2.3.2 Potential Impact

Flora and Fauna Species

Construction of the scenic stop will clear about three acres of degraded woodland habitat that is dominated by common, primarily non-native plant species. Following construction, some of the site's floral environment will change from an overgrown condition to a manicured landscaped condition. However, much of the natural vegetation will remain, such as along the bluff line between the overlooks. Additional landscaping will be conducted by USFWS on an ongoing basis, and USFWS indicated that much of the landscaping will be composed of native species.

Although landscaping will replace the plant species displaced by construction, there will be less vegetated area after construction because of the parking lot, visitor information center and other structures. The displacement of vegetation will not cause an adverse effect on the diversity of the region's botanical resources because the affected floral resources are regionally abundant, including the native species.

The fauna likely to be found on the project site will not be adversely affected in terms of local or regional abundance.

Threatened and Endangered Species

As described in Section 2.2.3.1, the USFWS identified four species of Hawaiian waterbirds (duck, stilt, coot and moorhen), the Hawaiian Goose or nene, the Hawaiian hoary bat, and two

species of seabirds (Newell's Shearwater and Hawaiian Dark-rumped Petrel) that may fly over or occasionally occur in the vicinity of the project site.

The primary habitat for endangered water birds in the vicinity of the project site is the wetlands within and near the Hanalei NWR, which is adjacent to the project site (see Figure 1-2). The Hawaiian hoary bat has been reported on the Refuge, although no roosts are evident. The USFWS stated in a October 17, 2000 letter regarding Section 7 consultation that the proposed scenic stop would not likely adversely affect Hawaiian waterbirds or the Hawaiian hoary bat, or their habitats.

The USFWS does not expect construction of the project to affect the nene or its habitat, but was concerned that nene might be attracted to the site if suitable foraging habitat is created by the project. The USFWS recommended that the project's landscaping use vegetation that would not attract nene. According to the USFWS website, nene feed on native plants and berries, such as ohelo, kukaenene, pukiawe, and ulei, as well as introduced plants. As described in Section 2.2.3.3, the USFWS will be consulted during project design to ensure that plant species favored by nene are not used in landscaping.

The USFWS stated that there is evidence that bright artificial lighting, such as light emanating from street or highway lamps, can disorient seabirds when flying at night between inland nesting areas and offshore feeding grounds. They become momentarily blinded by the lights, resulting in seabird collisions with man-made structures, such as light poles and utility wires. Injured birds become highly vulnerable to predation. As stated in Section 1.3, the proposed scenic stop will be closed at night and secured by a locked gate. Therefore, the parking lot and entrance along Kuhio Highway will not require lighting. Although lighting will be provided at the visitor information center and maintenance building for security purposes, the lighting fixtures will be directed downward as recommended by USFWS. The intensity of the lighting will only be what is necessary for security.

Based on the information provided above, the FHWA determined that the proposed scenic stop would not likely adversely affect listed species. In accordance with Section 7, FHWA requested concurrence from the USFWS with this determination in a letter dated July 5, 2001 (see Appendix B). In a letter dated July 31, 2001, the USFWS concurred with the FHWA determination (see Appendix B). An intra-USFWS Section 7 consultation was also conducted, which resulted in the same conclusion (July 10, 2002). Unless circumstances change (e.g., proposed project is substantially modified, or a new Federal Trust species is identified in the project area), the requirements of Section 7 of the ESA have been satisfied.

2.2.3.3 Mitigation Measures

As described in Section 1.3, the scenic stop will include landscaping that will replace the site's existing vegetation, and much of this landscaping will include native species. In selecting native plants for landscaping, the USFWS will be consulted to ensure that nene will not be encouraged to forage at the scenic stop. In addition, picnicking on the site will not be allowed, and food will not be sold at the visitor center bookstore. If nene are still attracted to the site, the USFWS will implement additional measures to protect them from harm, such as providing signs alerting visitors to not harass the birds.

As described in Section 1.3, the scenic stop will be closed in the evenings. Therefore, lighting for the scenic stop entrance and parking lot will not be needed. The visitor information center and maintenance building will include outdoor lighting for security purposes. However, the lighting fixtures will be directed in a downward position, minimizing the amount of light escaping horizontally. The illumination of the scenic stop will be set at a level needed only for security purposes. For example, as suggested by the USFWS in their October 17, 2000 letter, the use of muted colors instead of white lighting will be explored during design.

As described in Section 2.1.6, clearing of vegetation will not be conducted during the months of June and July. This seasonal restriction is a precautionary measure should Hawaiian hoary bats use the project site during their peak breeding season.

2.2.4 Air Quality And Noise

2.2.4.1 Existing Condition

Traffic and agricultural activities are the principal activities that affect the air quality of the project site. Much of the particulate matter (PM) emissions on Kauai originate from area sources, such as agricultural activities. Exposed construction sites (i.e., sites cleared of vegetation) also can emit substantial amounts of PM. Sulfur oxides (SO_x) are emitted almost exclusively from point sources, such as power plants and other fuel-burning industries. However, there are no such facilities near the project site. Vehicle traffic is responsible for emissions of nitrogen oxides (NO_x) and carbon monoxide (CO), but industrial point sources also contribute a substantial share of NO_x emissions on the island.

The State of Hawaii Department of Health (SDOH) operates a network of air quality monitoring stations at various locations around the State. The stations typically do not monitor the full complement of air quality parameters, however. The SDOH monitoring station nearest the project site is in Lihue, on the other side of the island. This station monitors only PM₁₀ (particulate matter of 10 microns or less), a pollutant not relevant to the operation of the proposed project.

Although little data are available to characterize the existing air quality of the project site, it is likely that all National and State Ambient Air Quality Standards are currently being met due to the relatively small number of emission sources in the project area.

Noise levels are measured in units called decibels, a numeric system expressed on a logarithmic scale. Since the human ear does not perceive all pitches or frequencies equally, noise levels are adjusted, or weighted, to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA. In a rural area with no major roads nearby, noise levels would average around 50 dBA, whereas an urban area near a major arterial roadway would average around 70 dBA. There are no industrial sources of noise near the project site other than occasional construction activities. However, the proposed scenic stop is adjacent to Kuhio Highway, a roadway with a moderate amount of traffic. Therefore, noise levels at the project site near the highway may be as high 70 dBA during periods of relatively high traffic volumes.

2.2.4.2 Potential Impact

The proposed scenic stop will not generate air pollutants itself, but vehicles moving about the parking lot will generate pollutant air emissions of hydrocarbons (HC), nitrogen dioxide (NO_x), and carbon monoxide (CO) (lead used to be of concern but gasoline is now lead-free). The impacts of automobile emissions of HC and NO_x are evaluated on a regional scale, and therefore the impact analysis is largely based on regional vehicle miles traveled (VMT). The proposed project will not affect on overall VMT, except the aggregate distance from Kuhio Highway to the parking lot and back, which is minuscule in comparison to VMT for the island or region. Carbon monoxide impacts are localized within relatively short distances of no more than a few hundred feet from the emission point. Very congested traffic conditions during certain meteorological conditions (e.g., no wind) can cause CO levels at areas near the congestion to exceed State or federal standards (State standards are one-fourth and one-half that of federal standards for one and eight hour periods, respectively). However, congested conditions are not expected at the new intersection (see Section 2.3.4) or within the parking lot due to the level of expected usage.

The scenic stop itself will not generate noise emissions that are unusual or excessive given its setting. The types of noise that will be generated at the scenic stop include vehicles (cars, vans and tour buses) moving in the parking lot, conversations among staff and visitors, and the operation of landscaping maintenance equipment, such as lawnmowers, blowers, etc. The noisiest activities will be the operation of landscaping equipment, but use of such equipment is not unusual within the project setting, which includes a nearby golf course and a State highway. Loud conversations (or yelling) or use of maintenance equipment on the overlook or along the bluff line may be heard from the valley floor. Hanalei Valley farmers have reported hearing people talk at the existing overlook while working in the taro fields near the lookout. The closer the noisy activity is to Kuhio Highway, the less likely it would be heard from the valley floor because the direct path of the sound waves would be broken. Conversations within the visitor information center will not be heard from the valley floor because of the noise attenuation provided by the building and setback. The scenic stop will be closed at night, and maintenance will be limited to normal business hours. Therefore, noise emissions of any kind related to the O&M of the scenic stop will not occur at night when noisy activities are generally more disturbing to people. Also, the use of maintenance equipment at night might be in violation of State Community Noise Standards.

2.3 SOCIAL ENVIRONMENT

2.3.1 Land Use

2.3.1.1 Existing Condition

The County of Kauai consists of two major islands, Kauai, the "Garden Island", and Niihau, the "Forbidden Island". The 2000 population of the County was 58,463 (U.S. Census Bureau), making it the least populous of the four counties in the State. With the population of Niihau at 160, over 99 percent of the population in the County resides on the island of Kauai. Kauai is

the fourth largest island in the Hawaiian Archipelago, with an area of approximately 552 square miles.

The proposed scenic stop will be located on the north side of the island near the communities of Princeville and Hanalei (see Figure 2-2). Princeville is a resort community that was first developed in the 1970s, and includes hotels, single-family and townhouse residential units, a golf course, and a medium-sized community shopping center. In 2000, there were about 1,700 housing units in Princeville, but less than 50 percent of these were occupied by owners or renters. Consistent with a resort community, a high percentage of the units were for recreational or seasonal use.

Hanalei is a much older community, with some housing and buildings that are over 50 years old. However, most of the residences were built after 1970. The community had about 300 residences in 2000. Similar to Princeville, about 64 percent of the Hanalei units were owner- or renter-occupied, and a large percentage were for recreational or seasonal use. The town also supports a small commercial district with shops, restaurants and other businesses. Hanalei Valley is very rural and scenic and is comprised of a NWR, some residences and farms. Nine taro farmers lease lands on the Refuge from the USFWS for taro cultivation.

The project site is presently overgrown with vegetation (see Section 2.2.3), due in part to its former use as the Princeville nursery. There are no active land uses occurring on the site. A warehouse-type building and greenhouses are located just east of the site.

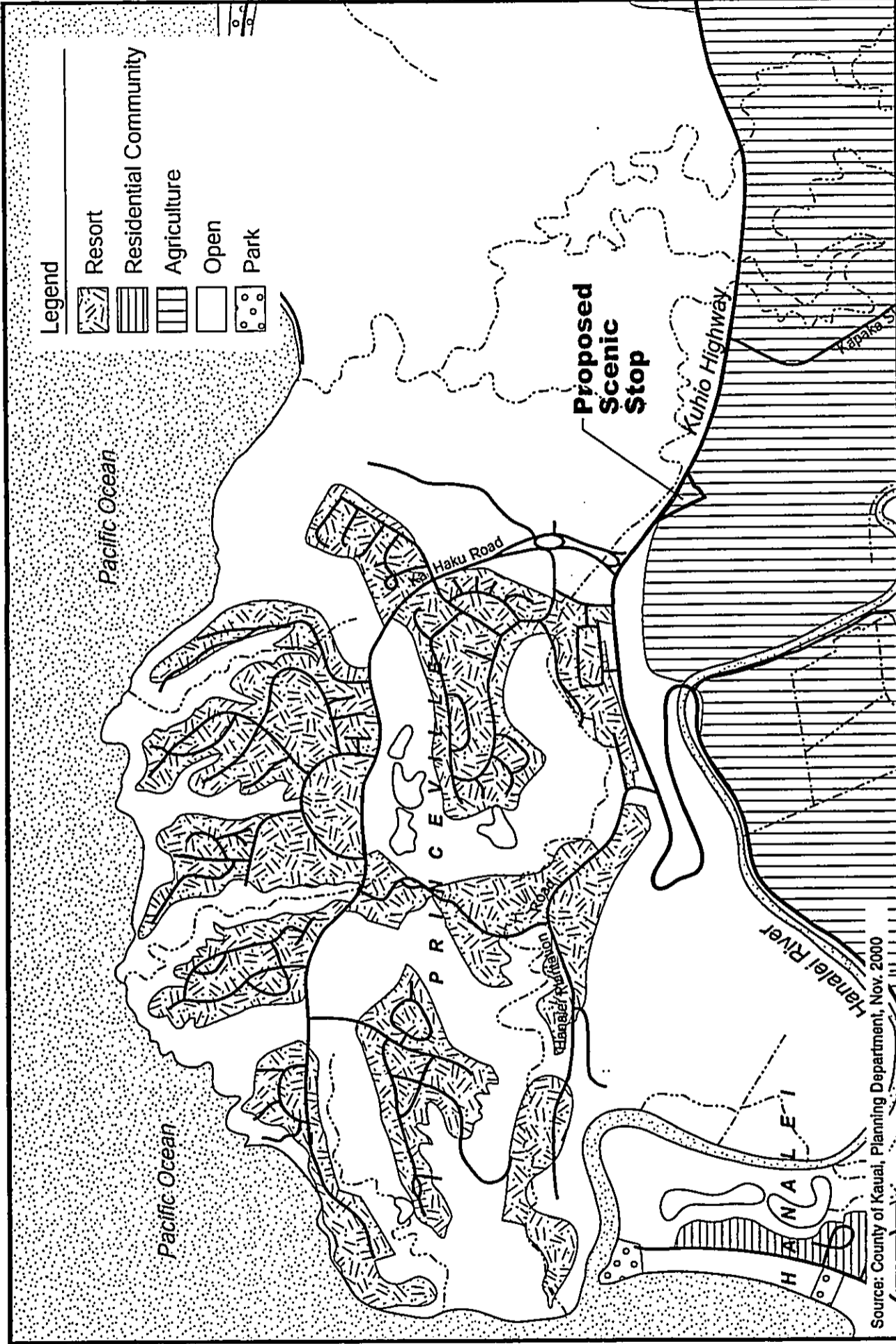
2.3.1.2 Future Development

The Princeville Resort Master Plan (January 22, 1996) (see Figure 2-3) identified a new scenic overlook in roughly the same location as the proposed site, as well as nearby "visitor/historical center" and "Hawaiian culture/botanical center". Princeville Corporation indicated that its master plan was developed in consultation with numerous community groups on the North Shore during a process that lasted over one and a half years. The areas to the southwest, along the bluff line and west of the scenic stop, are private property and designated for hiking, horseback riding and camping in the master plan. Other future developments in Princeville Resort near the proposed scenic stop site include expansion of the shopping center and golf course residences.

2.3.1.3 Potential Impact

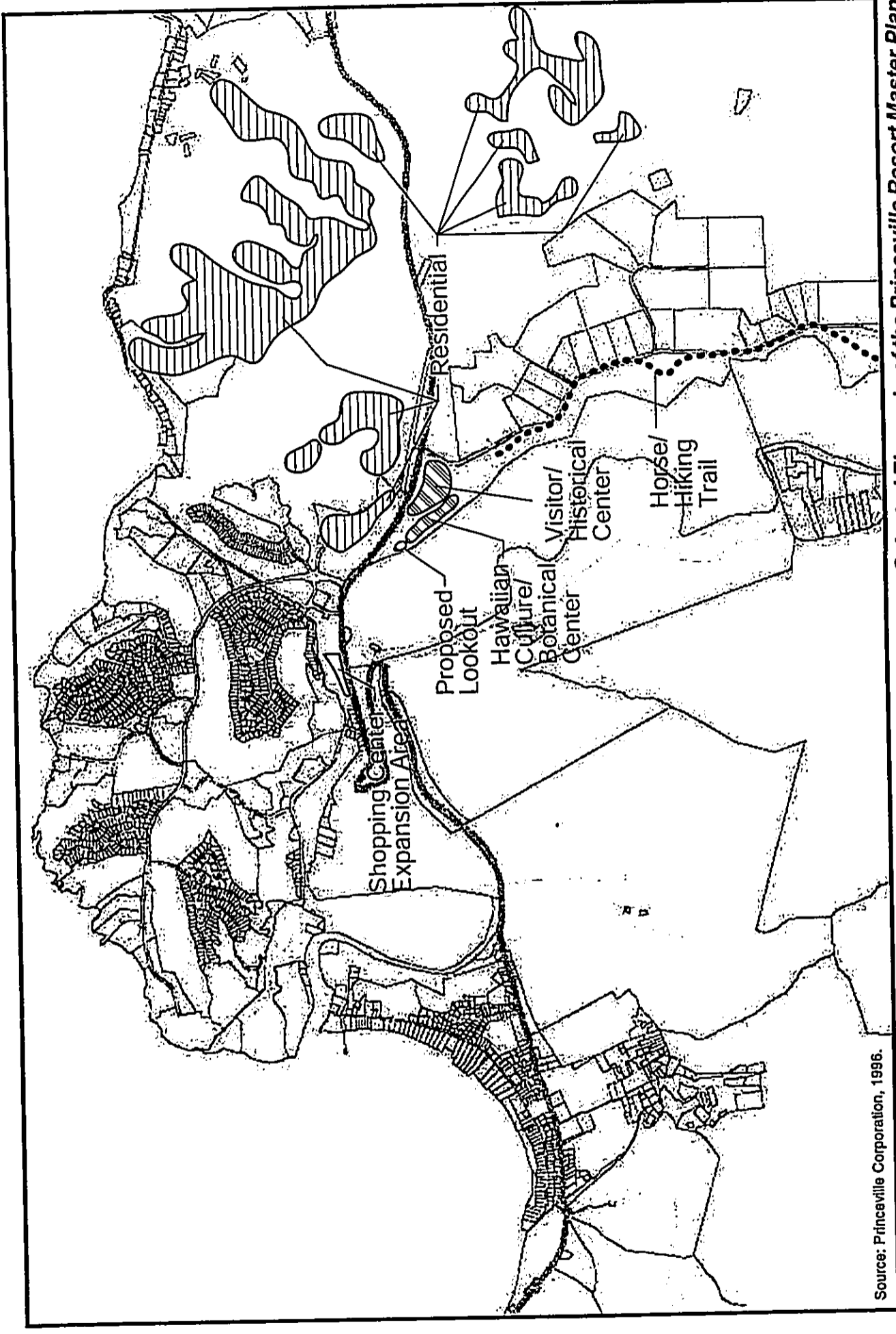
The proposed project will complement the Princeville Resort Master Plan objective of developing a scenic stop and visitor information center with landscaping, buildings and a parking lot at the location identified in the master plan. It will change the land use of the project site from inactive agriculture, supporting overgrown vegetation, to a public facility offering a scenic overlook and environmental and cultural interpretive services.

Construction of the proposed scenic stop will not dictate, nor connected to, any urban development indicated in the Princeville Resort Master Plan, such as the planned expansion of Princeville Shopping Center or future residential subdivisions. The pace of such developments would be dictated by market conditions and the success of Princeville in obtaining the necessary governmental approvals. The proposed scenic stop is also not needed for



Existing Land Uses
HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
Final Environmental Assessment
FIGURE 2-2





Source: Princesville Corporation, 1996.



Selected Elements of the Princesville Resort Master Plan
HANAIEI VALLEY/HANAIEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
FIGURE 2-3

Princeville to provide hiking and horseback trails near the bluff line, or to develop a camping area. Although several people consulted about the project suggested that the scenic stop could serve as a starting point for planned hiking trails, the USFWS does not plan to allow private companies to stage commercial or private activities, such as hiking or horseback riding, from the proposed scenic stop.

Except for a small amount of additional administrative oversight, the proposed scenic stop will not affect or influence future projects in the Refuge.

2.3.2 Cultural and Social Characteristics

2.3.2.1 Existing Condition

In the past ten years, the populations of communities near the project site have been growing faster than the County and State. The population of the North Shore from Kilauea to Haena was 6,348 in 2000, up from 4,481 in 1990. This 42 percent increase is much greater than the population growth rates of the island and State during the same period, which were 14 and nine percent, respectively.

The population of Princeville and Hanalei in 2000 was 1,756 and 478, respectively. The racial make-up of Princeville residents is predominately White (81 percent), with 1999 median household incomes well above the State and county medians. In 2000, Hanalei was about 57 percent White, with 22 percent of the population being of two or more racial groups. In 1999, the median income in Hanalei was less than the State and County medians. Hanalei had a larger than average percentage of households receiving social security or retirement income. Both Princeville and Hanalei are visited by large numbers of tourists who are attracted to the features of the North Shore, such as the beach parks, Ha'ena State Park (Na Pali Coast), Princeville Golf Course, Hanalei Valley and Town, and Kilauea Point NWR.

As described in Section 2.3.1, the USFWS permits taro farming on the Refuge below the proposed scenic stop site. Not only does this activity provide economic benefits, it maintains wetland areas that are used by endangered waterbirds (see Section 2.2.3). Also, taro cultivation is an important cultural activity. Taro was the staple crop of pre-contact Hawaiians, and is still a popular crop.

There appears to be no economic, social or cultural activities presently occurring on the project site. As described in Section 2.3.1, the site once generated economic output as part of the Princeville nursery, but is now overgrown with vegetation. Staff of Princeville Resort indicated that they are not aware of nor have witnessed any social or cultural activities or practices on the project site (telephone conversations on August 22, 2000 and September 19, 2001).

Princeville staff also noted that the site was part of Princeville Ranch, the resort's predecessor, which was owned and operated by Lihue Plantation. As described in Section 2.3.1.1, the vicinity of the project site has been used as a nursery for the past 20 years, and the project site itself is presently overgrown with vegetation from inactivity at the site since the early 1990s. The property provides no official or de facto public access. A poor quality dirt road off of

Kapaka Road provides access to the nursery buildings and project site, and a fenced gate is provided at the entrance of the dirt road for security.

Data from the State Department of Business, Economic Development and Tourism indicate that visitor arrivals have steadily increased throughout the 1990s and are now approaching pre-Hurricane Iniki (1992) numbers. The years from 1989 to 1991 saw the highest numbers of visitors to the island. In 1993, the year after Iniki, visitor arrivals were less than half the annual arrivals from those three years. In 1999, the island hosted almost 1.1 million visitors. According to visitor industry experts, a large percentage of tourists travel to or stay in the North Shore.

2.3.2.2 Potential Impacts

The project's cultural impact assessment focused on two factors. First, it is anticipated that the visitor information center would provide information about threatened and endangered species that use the Hanalei NWR, largely through interpretive displays. However, due to the valley's rich geologic and human history, the USFWS plans to consider interpretive displays about the practices of pre-contact Hawaiians. The Office of Hawaiian Affairs (OHA) in its comments on the Draft EA stated that "culturally appropriate history and informational materials, which capture Native Hawaiian as well as other uses of the area, are essential to the presentation of the site, if the proposed use is truly intended to be enriching and educational" (see Chapter Three). A different perspective on this subject was provided by the State Historic Preservation Division (SHPD), in letters dated September 11, 2001, November 8, 2001 and January 17, 2002 (see Appendix B and Section 3.4.3). This agency noted that providing inaccurate information about the history and culture of the area could be considered an adverse impact. The USFWS will work with the SHPD, OHA and others to ensure the historic accuracy and cultural sensitivity of the visitor center displays.

Second, the project site does not appear to be used for cultural practices or activities. The site is not situated in a manner that it could be used as a path to access cultural resources in the valley. In addition, public or de facto access onto the site is not provided, and the property itself is in a very overgrown condition (see Section 2.2.3).

The project site is located along Kuhio Highway, the main roadway serving the North Shore, and will be accessible to large buses. It is expected that many tourists would visit the proposed scenic stop. The USFWS estimates that the scenic stop would attract 1000 to 1100 visitors a day upon opening. These visitors would arrive by automobile or tour bus. For comparison, the Kilauea Point NWR draws 800 to 1000 visitors a day. Since the scenic stop is estimated to provide 15 to 30 minutes of passive activity, the facility is not expected to attract additional tourists to the North Shore. Those visiting the scenic stop would likely be those who had already decided to tour the North Shore.

The visitor center bookstore will generate a small amount of economic activity, with the proceeds used to maintain the facility. This bookstore activity would represent a very small portion of the total retail market in the region. It is not anticipated to adversely affect sales at the nearby Princeville Shopping Center or other shops because merchandise at the bookstore would be narrowly focused on the Hanalei NWR and the natural and cultural history of the valley and Hawaii. It is not the intention of the USFWS to compete with private retailers. Based

on the experience with the bookstore at Kilauea Point NWR, the USFWS is anticipating an average of \$2 per visitor would be spent at the bookstore. The USFWS does not believe operation of the bookstore would have an adverse effect on sales at the Kilauea facility because most visitors would visit the lighthouse first. Also, bookstore inventory could be shared between both shops.

The proposed scenic stop will not affect taro cultivation in the valley. Meetings with taro farmers using the Refuge were held on April 19 and July 10, 2001. The latter meeting was held on-site. The farmers expressed concern about the privacy of two farming residences nearest to the Hanalei River Bridge. Other residences of the valley are too far from the proposed scenic stop to have their privacy affected. Factors affecting the privacy of these residences are the distance and orientation of the proposed scenic stop in relation to the residences. The farmers did not identify any other issues regarding impacts to cultural, social or economic activities or practices in the valley.

The distance between the proposed overlook and the residence nearest the Hanalei Bridge is about 2500 feet, which is 250 feet greater than the distance between the residence and the existing overlook (see Figure 2-4). Therefore, in terms of distance, the new scenic stop will have less of an impact on the privacy of the residence than the existing overlook. However, the view of the residence from the proposed scenic stop will be shifted nearly 90 degrees, exposing portions of the residence not presently visible from the existing overlook.

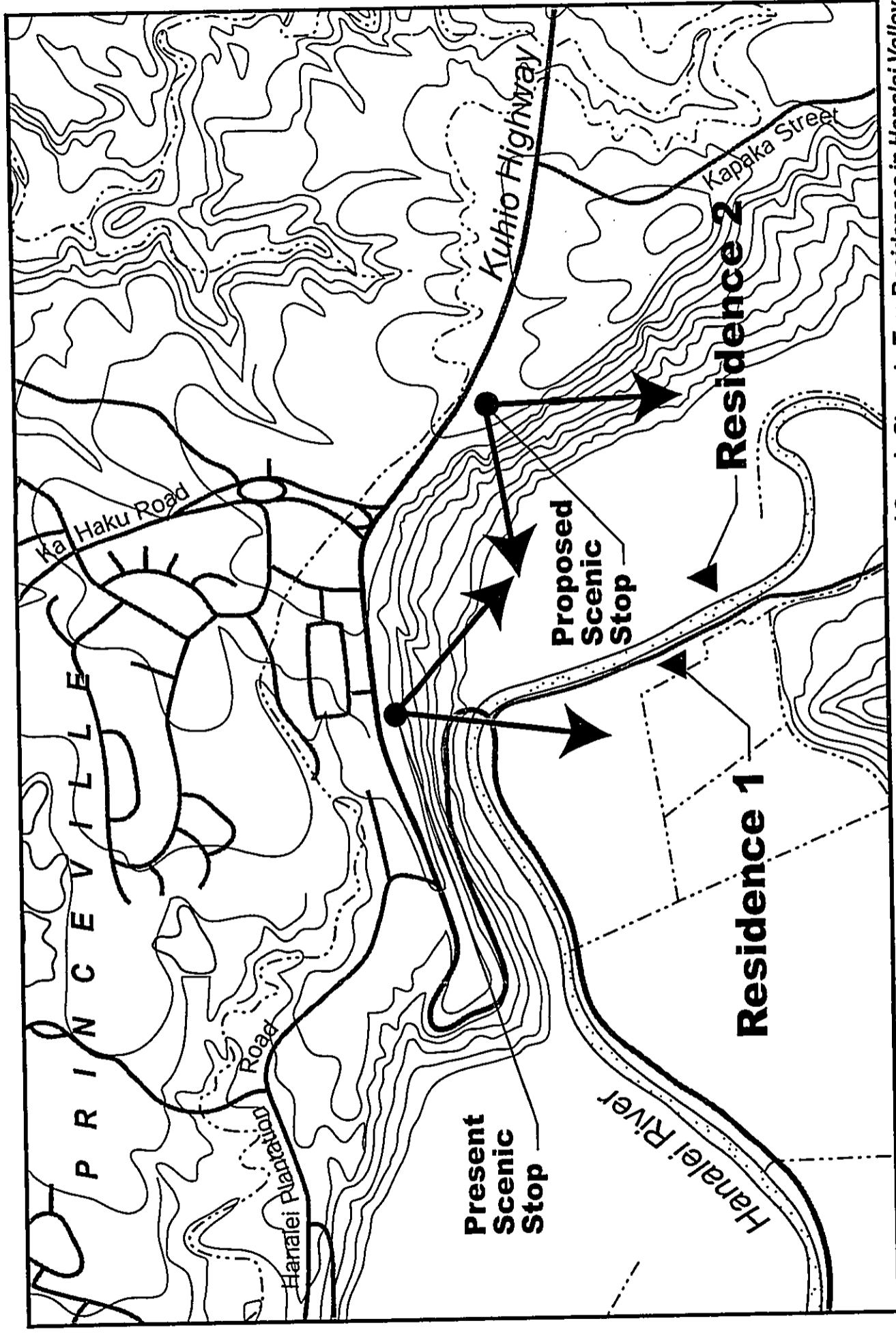
The distance between the proposed overlook and the second residence is about 650 feet closer than distance between the residence and the existing overlook (see Figure 2-4). Also, as in the case as the first residence, the view of the second residence from the proposed scenic stop will be shifted nearly 90 degrees from the existing view. Therefore, not only will the second residence be closer to public overlooks, but also portions of the residence will be exposed that are not currently visible from the existing overlook. Without mitigation measures, the privacy of the second residence will be adversely affected.

Farmers working in the taro fields near the overlook could also feel their privacy affected by onlookers. They may already experience this effect from the existing overlook.

At meetings in Hanalei town (see Sections 3.2 and 3.3), some participants indicated that development of the scenic stop would adversely affect the rural character and feel of Hanalei. The project site is not located in Hanalei and will not have a direct physical effect on the town. The participants noted that the visual impact of the facility is not the issue since landscaping could mitigate such impacts. These participants claimed nothing could mitigate the impact to the rural character of Hanalei without eliminating all buildings from the proposed project.

Others who commented on the project's Draft EA (see Section 3.4.3) stated that the scenic stop would cause tourists to drive on Ohiki Road, which begins in the valley off of Kuhio Highway next to Hanalei River Bridge, and onto the Refuge. Although Ohiki Road is public, the USFWS does not anticipate that tourists visiting the proposed scenic stop would be enticed to use the road. Visitors to the scenic stop will be provided with information about the Refuge, whether the Refuge is open to visitors, and visiting hours, as appropriate. Also, Ohiki Road will be less visible from the proposed overlooks than from the existing overlook. The road is

PRINCETONVILLE



Relationship of Existing and Proposed Scenic Stops to Two Residences in Hanalei Valley
 HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
 FIGURE 2-4



somewhat hidden behind the vegetation along the banks of the Hanalei River, which runs across the view from the proposed overlooks.

2.3.2.3 Mitigation Measures

To reduce adverse impacts on the two affected residences (especially the second residence), the project sponsors will consult with the occupants to develop a landscaping plan at or near the residences to screen views of the residences from the proposed scenic stop. In addition, telescopes will not be provided at the overlooks.

If traffic on Ohiki Road becomes excessive, the USFWS would embark on a proactive program, such as working with the valley residents to monitor the use of the road.

2.3.3 Environmental Justice (Executive Order 12898)

As described in Section 2.3.2, the project site is unoccupied. Therefore, no minority or low-income populations as defined in "FHWA Actions to Address Environmental Justice in Minority and Low-Income Populations (December 2, 1998)" will experience disproportionately high or adverse effects from the project, such as displacement or relocation. However, the residents whose privacy could be affected by the project are members of a minority group, as defined by the FHWA policy on compliance with Environmental Justice. Project staff will try to reduce adverse impacts to the residences through the use of vegetative screens (see Section 2.3.2.3).

2.3.4 Traffic Conditions

2.3.4.1 Existing Condition

According to traffic data collected by the HDOT in 1997, about 9100 vehicles per day (daily traffic volume) travel in both directions on Kuhio Highway in front of the proposed scenic stop. About 570 and 740 vehicles pass the site during morning and afternoon peak hours, respectively. Daily traffic volumes were higher in 1991, when about 10,200 vehicles passed the site each day. Volumes were smaller in 1997 because Hurricane Iniki (1992) depressed the tourist industry on the island (see Section 2.3.2). Therefore, present daily volumes fronting the proposed site are likely to be similar to those volumes prior to Iniki (about 10,000 vehicles per day).

The stretch of Kuhio Highway fronting the proposed scenic stop is relatively straight, with a two-percent grade sloping downwards toward Hanalei. Travel lanes are 12 feet wide with six-foot shoulders. Horizontal and vertical sight distances are more than adequate for the posted 35 mph speed limit. The stretch of Kuhio Highway fronting the existing scenic stop has a slightly greater grade, and a speed limit of 25 mph.

Highway safety has been a concern at the existing scenic stop because access to it is uncontrolled, and the small parking area is separated from the eastbound travel lane by a single white line. Perpendicular-parked vehicles are often not able to back out without entering the travel lane, which increases the risk of a collision.

2.3.4.2 Potential Impact

As stated in Section 2.3.2.2, the Service estimates that the scenic stop would attract approximately 1000 to 1100 persons per day. About 900 of them would arrive by automobile, with the remainder arriving by tour bus. Assuming an average of 2.5 visitors per auto (recent data collected at Kilauea Point NWR indicate 2.8 persons per auto), 360 automobiles would be expected per day. Depending on the size of the tour buses, four to ten buses would be expected per day. Assuming an eight-hour day (the scenic stop may be open longer), about 40 to 50 vehicles per hour would be expected, which is less than one per minute on average. As described in Section 1.3, the proposed project includes a new Kuhio Highway intersection with left-turn and storage lanes. The intersection will not be signalized. The section of Kuhio Highway fronting the proposed scenic stop could accommodate an intersection with storage lanes of up to 600 feet long. Therefore, the existing condition of Kuhio Highway fronting the project site allows for an intersection that can be designed to readily accommodate the number of left turning vehicles expected to enter and exit the facility. Therefore, delays to through traffic on Kuhio Highway are not expected.

Under the No Build and Build Alternatives, left turns into the existing scenic stop will be prohibited, immediately improving traffic safety.

2.3.4.3 Mitigation Measures

Details of the new Kuhio Highway intersection that will allow vehicular access to the proposed scenic overlook will be developed during the next phase of the project. Design criteria of the intersection will include providing adequate storage lanes so that the through traffic will be unaffected.

2.3.5 Historic Properties

2.3.5.1 Regulatory Requirements

Section 106 of the National Historic Preservation Act requires that federal agencies consider the effect of their projects on any resource listed on or eligible for the National Register of Historic Places (NRHP). The Section 106 process involves coordination and consultation with the State Historic Preservation Officer (SHPO), and other agencies and organizations that have an interest in or are mandated to protect historic properties. In addition, the Advisory Council on Historic Preservation (ACHP) is afforded the opportunity to comment on actions that may potentially affect historic properties. Chapter 6E of the Hawaii Revised Statutes places similar responsibilities on State agencies to evaluate their projects. Since the project involves both federal and State agencies, both regulations apply to the project.

After initiating the Section 106 process, the federal sponsoring or regulating agency identifies whether there are any historic properties in the project's Area of Potential Effect (APE); assesses whether properties identified in the APE would be adversely affected by the proposed project; and resolves adverse effects, if necessary.

2.3.5.2 Existing Condition

This section describes the effort performed to identify historic properties in the project's APE, and the results of those efforts. A historic property is any district, site, building, structure, or object that is on or eligible for the NRHP. The APE is defined as the geographic areas within which an undertaking may directly or indirectly cause changes in the character of historic properties, if any such properties exist.

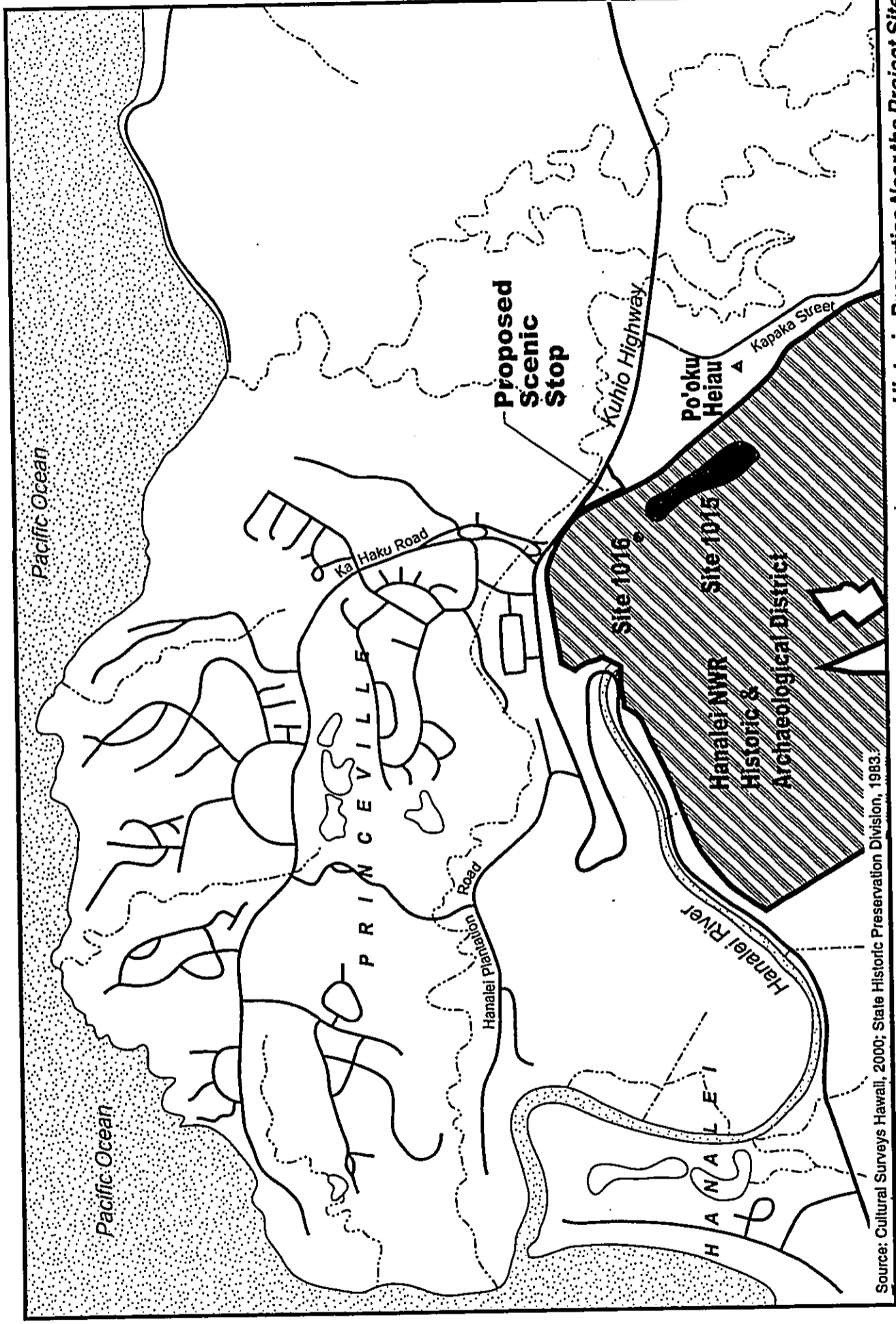
To assist in identifying historic properties in the APE, Cultural Surveys Hawaii (CSH) conducted an archaeological inventory survey of the study area. The survey included a historic background survey, which included study of historic maps, archival documents, and previous archaeological and historical studies of the project area. Fieldwork was also conducted to determine the existence of undiscovered historic properties on the project site. A copy of the CSH inventory survey report can be found in Appendix C.

In addition to the inventory survey, project planners performed early coordination with persons that might have knowledge of historic resources in the project area in August 2000. This early coordination included the State Historic Preservation Division (SHPD), the Office of Hawaiian Affairs (OHA), the State Department of Hawaiian Home Lands, and the Kauai Historic Preservation Review Commission (KHPRC) (see Appendix A). Other consultation activities included two public informational meetings in Hanalei, correspondence with Hui Malama I Na Kupuna O Hawaii Nei, and a series of small group meetings. The public informational meetings were held on August 29 and November 2, 2000. At the first meeting, the public was specifically asked about archaeological, historic and cultural issues possibly affecting the project site. In addition, more than twenty small group meetings were held with neighborhood groups; civic, trade, and business organizations; public agencies; and elected officials (see Section 3.3).

The inventory survey showed that archaeological studies conducted for other nearby projects had not identified historic (post-contact) uses in the general vicinity of the project site other than grazing, the construction of Kuhio Highway in the early part of the 20th century, and development of Princeville Resort. Also, no pre-contact land alterations were identified at the project site.

Fieldwork was conducted in August 2000 to determine whether the project site contains undiscovered archaeological, historic or cultural resources. The fieldwork covered the entire project site, and consisted of pedestrian sweeps 15 to 50 feet apart. Surveys of the cliff areas extended down to an estimated elevation of 250 feet. No signs of historic land alterations pre-dating the nursery, which was active in the 1970s, were observed anywhere on the project site. Also, no signs of pre-contact land alteration were observed anywhere on the project site. Based on these considerations, CSH determined that the potential to encounter subsurface archaeological deposits is exceedingly low.


Based on the results of the inventory survey, it appears that there are no historic properties within the area that will be directly affected by the project (construction and landscaping). However, based on consultation activities, the FHWA acknowledges that the following historic properties in the general vicinity of the project are or could be within the APE (see Figure 2-5):




Source: Cultural Surveys Hawaii, 2000; State Historic Preservation Division, 1983.

HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
FIGURE 2-5

N



Scale: 0' 1000' 2000'



- Pooku *Heiau* (State Site 50-30-03-139), located approximately 1500 feet east of the project site; and
- Hanalei National Wildlife Refuge Historic and Archaeological District (State Site 50-30-03-304), which contains several archaeological resources, of which State Sites 50-30-03-1015 and 1016 are nearest to the project site.

Pooku *Heiau* was placed on the Hawaii Register of Historic Places in 1974. However, issues with landowner notifications led to the removal of the site from the register in 1980. Princeville Corporation owns the *heiau* site. The *heiau* was first identified in 1906 by T.G. Thrum, who described the site as "An enclosed *heiau*¹ of about two acres in area. Of *luakin*² class, terraced down on all sides from the central platform." The *heiau* was recently evaluated in association with the planned realignment of Kuhio Highway and the nursery operation at the east of the project site. The realignment of Kuhio Highway was determined to have "no effect" on the *heiau*. However, the integrity of the *heiau* was affected by a section of Kapaka Road to the east of the *heiau* and a section of the dirt road between Kapaka Road and the nursery. A trig station, which is used as a control point for topographic surveying, is located directly on the *heiau*. The Kauai Historic Preservation Review Commission and others commenting on the Draft EA (see Section 3.4.3) noted that historical access to Pooku *Heiau* may have passed through the project site. However, the inventory survey found no evidence that such a trail is still in existence.

The Hanalei National Wildlife Refuge Historic and Archaeological District (HNWRHAD) was listed on the NRHP in 1980. The significance of the District is based on archaeological evidence indicating that Hanalei Valley has been continuously occupied for over 1,300 years. There are important clues in the valley that help in the understanding of early adaptation and subsistence strategies. Shortly following western contact, the valley came under the influence of foreigners, and physical evidence, such as the historic Haraguchi Rice Mill (State Site 50-30-03-9385), remain that provide an understanding of the economy of post-contact cultures in the valley. For example, the historic, Hanalei Valley is one of the few taro-producing areas in the State, continuing the practice that dominated the valley for hundreds of years prior to western contact.

More than 20 individual archaeological sites have been recorded in the HNWRHAD. The sites nearest to the proposed project area are State Sites 1015 and 1016. Site 1015 is located between the 25 and 125 feet elevation contours, down slope of the project site (see Figure 2-5). In 1979, Cleghorn described the site as "an extensive, discontinuous terracing system on ridges between four small streams, covering an area of approximately 260 by 850 feet. Some of the terraces are simply bounded by single-stone alignments, while others have terrace facings approaching 2 meters in height." The site also contains a possible habitation feature. Cleghorn described Site 1016 as an L shaped wall approximately 65 by 160 feet by 1 foot high.

¹ Place of worship.

² Heiau where ruling chiefs prayed.

2.3.5.3 Potential Impact

In assessing the effects of a project on a historic property(ies), there can be only one of the following three possible findings under Section 106:

- no historic properties affected;
- no adverse effect; and
- adverse effect.

"No historic properties affected" means that either there are no historic properties present, or there are historic properties present but the undertaking will have no effect upon them of any kind (that is, neither harmful nor beneficial).

"No adverse effect" means that there could be an effect, but the effect would not be harmful to those characteristics that qualify the property for inclusion in the National Register.

An "adverse effect" means an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property.

As described in Section 2.3.5.2, the FHWA has identified State Site 139 (Pooku *Heiau*), and State Site 304 (HNWRHAD) in the project's APE. These historic properties are not located within any area subject to construction or landscaping from this project. As described in Section 2.3.5.2, there are no historic properties within the project site.

To determine whether the proposed project would affect Pooku *Heiau*, the trig station was located in an attempt to demarcate the boundaries of the *heiau*. Very few stones were found in the vicinity of the trig station. It was concluded that the *heiau* is primarily a natural landscape feature, with modifications consisting primarily of modest ground leveling to create earthen terraces. Although the *heiau* boundaries are not clearly evident, the summit of the *heiau* is about 1500 feet from the eastern side of the project site, and nursery buildings are situated between the *heiau* and the project site. Therefore, it was concluded that the project site is not within the *heiau* boundaries and therefore there would be no direct effect. The project is also not anticipated to cause an indirect impact to the *heiau* because the orientation of the *heiau* is directed towards the east, away from the proposed scenic stop. The eastern orientation of the *heiau* provides spectacular vistas of the valley.

The construction and operation of the scenic stop will not affect any of the characteristics or elements of the HNWRHAD that make it historic. The scenic stop will not be constructed on or indirectly damage any of the District's archaeological sites, including Sites 1015 and 1016. Although landscape or construction materials could fall on these archeological sites during construction, mitigation measures will be implemented to prevent such occurrences (see Section 2.1.5). The project will also not affect taro cultivation or production. In addition, the scenic stop buildings will be designed so that they will not visually intrude upon the valley (see Section 2.3.6).

The proposed scenic stop will not interfere with future archaeological studies of the valley. In fact, suggestions have been made that the visitor center include interpretive displays on the

culture and history of Hanalei Valley, thus sharing information obtained by archaeologists from nearby archaeological sites. However, such information would have to be presented in an accurate and culturally sensitive manner as noted in Section 2.3.2.

In a letter dated September 11, 2001, the SHPO stated that the project will not adversely affect historic properties provided landscape material is not dumped down the slope, and the visitor center will not visually intrude upon the valley (see Appendix B). Based on the information above, the FHWA rendered "no adverse effect" determinations regarding Pooku *Heiau* and HNWRHAD. These determinations were submitted to the SHPO in a letter dated December 31, 2001, with a request for concurrence per requirements of Section 106 (see Appendix B). In a letter dated January 17, 2002, the SHPO concurred with the effect determinations (see Appendix B).

2.3.5.4 Mitigation Measures

No mitigation measures are required.

2.3.6 Visual and Aesthetic Resources

2.3.6.1 Existing Condition

From Kuhio Highway, the project site appears as a dense thicket of shrubs and trees (see Section 2.2.3), blocking views south of the highway. Due to the vegetation, the valley itself cannot be viewed from the highway until viewers are in the vicinity of the existing scenic stop.

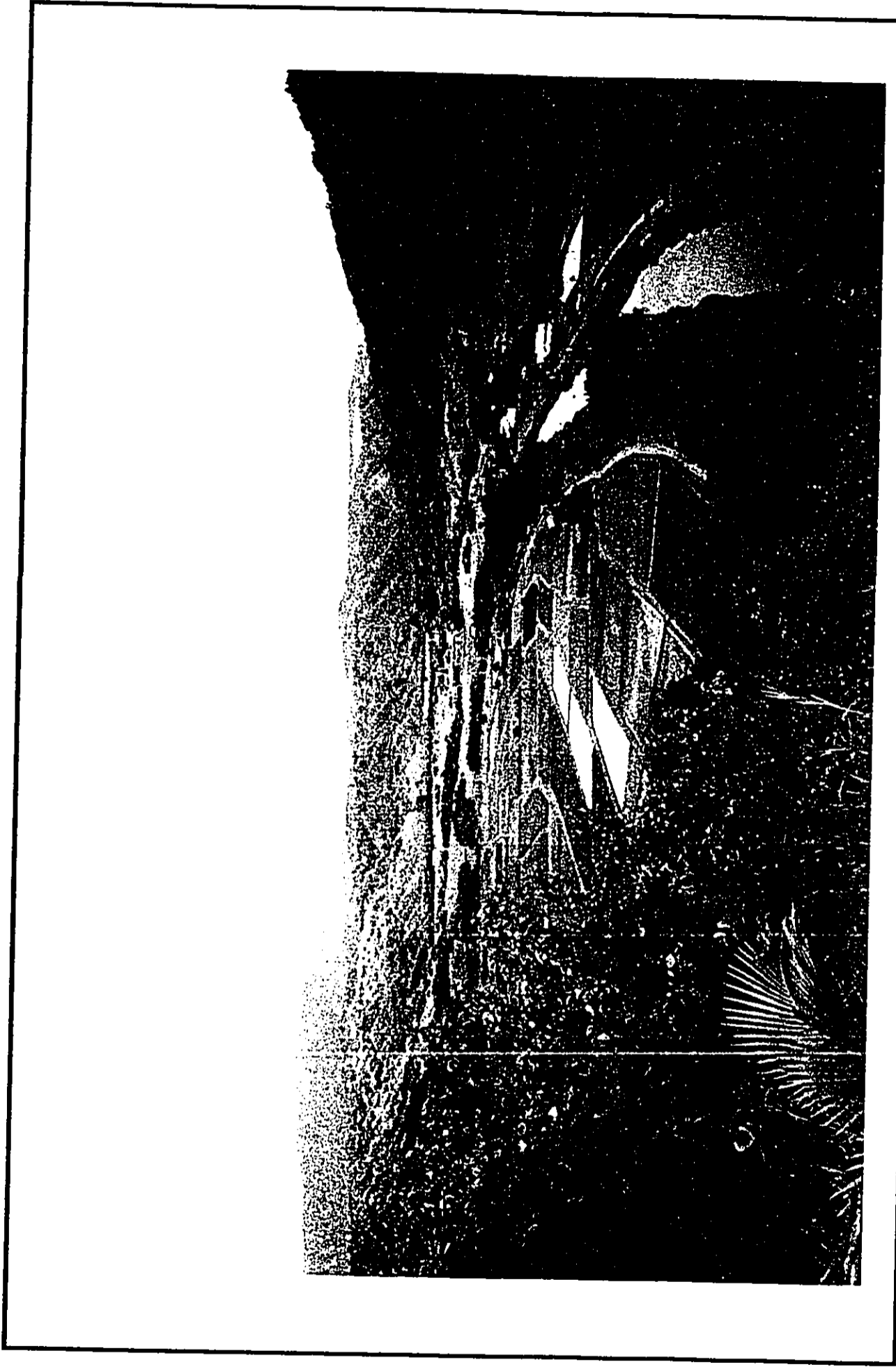
The view from the existing scenic stop provides a well-known view of Hanalei Valley (see Figure 2-6). As a scenic resource, Hanalei Valley is spectacular, with its serene taro fields and majestic mountains in the background. Hanalei Valley is known for its natural and cultural significance (see Section 2.3.5).

2.3.6.2 Potential Impact

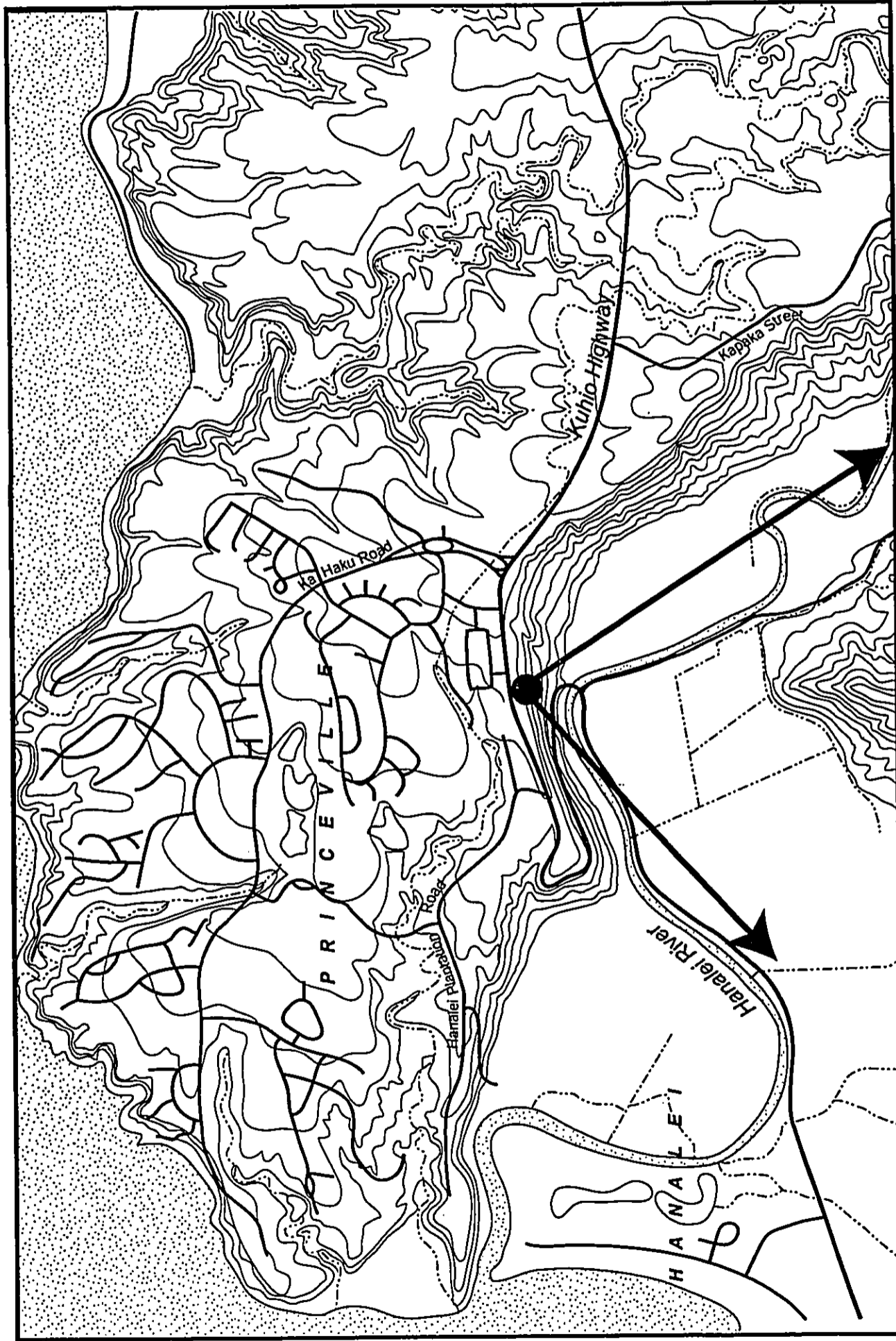
The view from the existing scenic stop will not be affected. Public access to this overlook will be maintained.

As shown on Figures 2-7 and 2-8, the proposed scenic stop will provide a more expansive, panoramic view of Hanalei Valley than what is provided at the existing overlook. The proposed scenic stop will provide views of Hanalei Town, Hanalei Bay, and deep into the valley. These views are not available from the existing overlook. Figures 2-9 and 2-10 show the views from the proposed scenic stop.

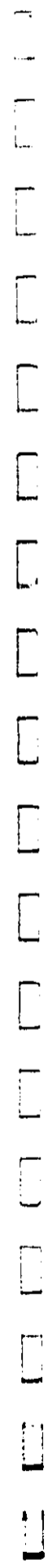
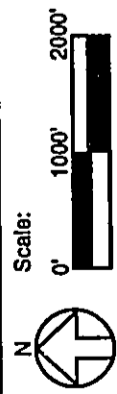
The proposed scenic stop will not alter or affect any of the visual characteristics of the valley that make it memorable, such as its low-lying wetlands, lush valley walls and dramatic mountain backdrops. As described in Section 1.3, the scenic stop buildings, such as the visitor information center, will be set back from the bluff. Landscaping and retention of much of the natural vegetation will be used to screen the buildings as much as possible from the valley. It would be very difficult to completely block views of the buildings from certain vantage points

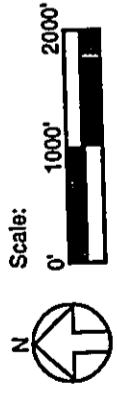
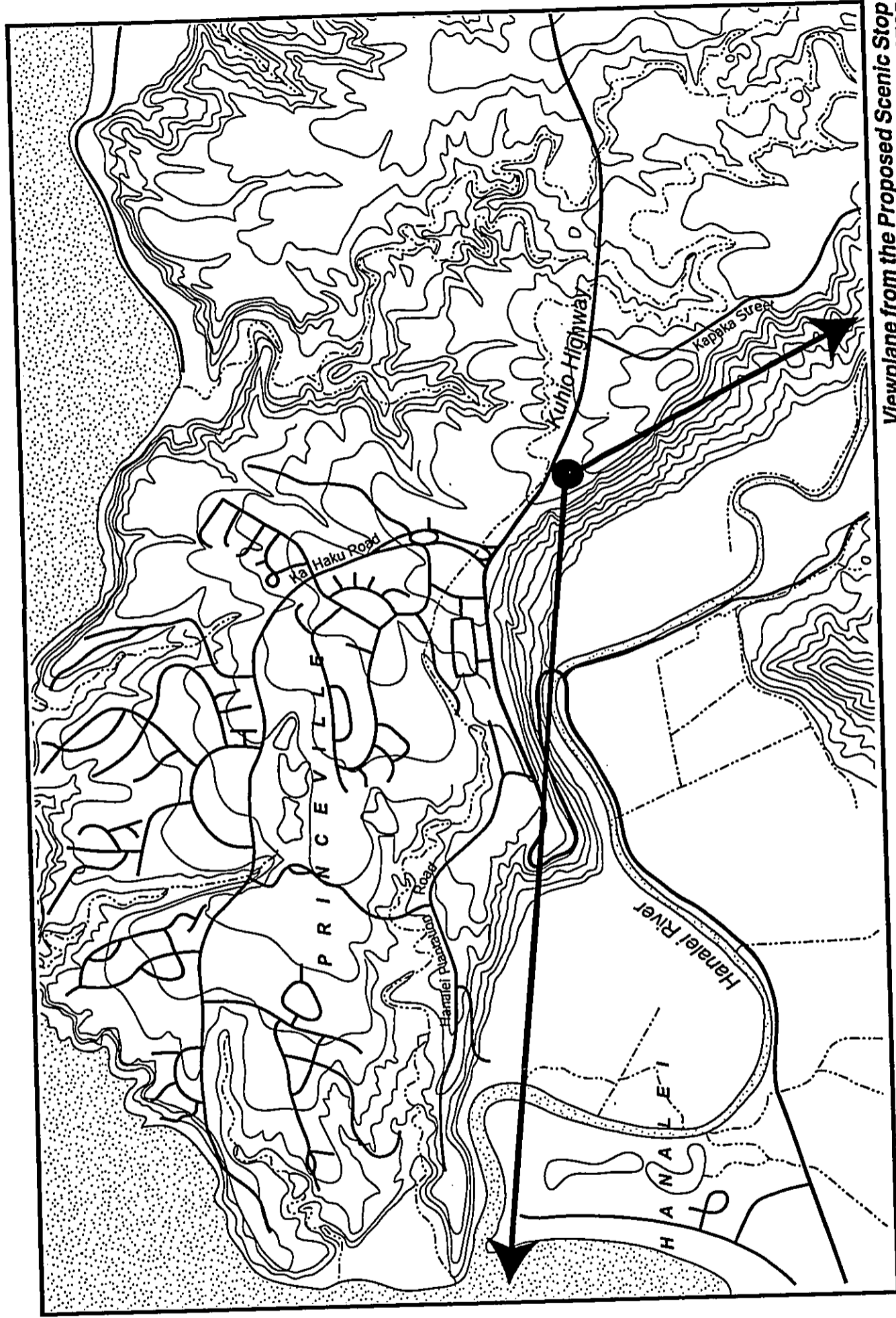


Hanalei Valley Seen from the Existing Scenic Stop
HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
Final Environmental Assessment
FIGURE 2-6



HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Viewplane from the Existing Scenic Stop
 Final Environmental Assessment
FIGURE 2-7





Viewplane from the Proposed Scenic Stop
HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
FIGURE 2-8



View of Deep into Hanalei Valley from Proposed Scenic Stop
HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
Final Environmental Assessment
FIGURE 2-10

in the valley. However, due to the steepness of the valley walls, buildings will not be visible when the vantage point is closer to the base of the bluff below the project site. As the vantage point moves further away, it will be increasingly possible to see the buildings, but they will appear smaller.

From the valley, the railings of the overlooks will be the most visible feature of the proposed scenic stop. However, the overlooks will be of modest construction, involving at most the construction of rock walls for safety purposes.

The view of the project site from Princeville Ag Subdivision is largely blocked by Pooku Heiau. The project site is visible from a location on the upper end of Kapaka Street. However, Princeville Shopping Center and other buildings are also visible from this vantage point. Landscaping or other measures to minimize the visual impacts of the proposed facility may be effective in screening the buildings from this section of the subdivision.

Without landscaping or other screening measures, the scenic stop buildings would be visible from Kuhio Highway.

2.3.6.3 Mitigation Measures

During the next phase of the project, designers, architects and landscape architects will explore alternatives to screen new structures at the proposed scenic stop from important vantage points at both the valley floor and Kuhio Highway, while still maintaining the functions of the scenic stop. These plans may include establishing an appropriate set-back for the buildings from the bluff and highway; strategic use of landscaping, such as mounds, trees and shrubs; consolidating buildings, if possible; minimizing roof lines; and lowering the profile of the buildings. The community will be invited to participate in identifying the important vantage points and in the design of the scenic stop. The Princeville nursery warehouse building, which is adjacent to the project site and located near the ridgeline, is not visible from the valley floor due to the vegetation along the ridgeline. This demonstrates that using landscaping, as well as other measures, can be effective in mitigating visual impacts.

The overlook areas along the bluff line will be designed to blend in with the adjacent landscape through the use of appropriate materials for safety railings (i.e., lava-rock walls), and placing the overlook slightly below the bluff line so onlookers blend in with the hillside.

It is not anticipated that the community would identify the area within the Princeville Ag Subdivision in which the proposed scenic stop site is visible as an important vantage point because few people (some residents of the subdivision) would experience the impact and because the shopping center is already visible from that point. However, it is possible that mitigation to screen the buildings from the identified important vantage points in valley floor may also be effective in the area of the subdivision where the project site is visible.

2.4 CONSISTENCY WITH GOVERNMENTAL PLANS, POLICIES AND CONTROLS

2.4.1 Hawaii State Plans and Controls

2.4.1.1 Hawaii State Plan

2.4.1.1a Description

The Hawaii State Plan, as codified in Chapter 226 of the Hawaii Revised Statutes (HRS), serves as a guide for the future long-range development of the State. It consists of comprehensive goals, objectives and policies for determining priorities and allocating resources. The State Plan promotes the growth and diversification of the State's economy, the protection of the physical environment, the provision of public facilities, and the promotion of and assistance to socio-cultural advancement.

2.4.1.1b Consistency

The proposed scenic stop will support the goals and objectives of the State Plan dealing with support of the visitor industry, and the physical and natural environment.

The project is consistent with the following policies related to supporting the visitor industry:

- Support and assist in the promotion of Hawaii's visitor attractions and facilities. (HRS Section 226-8(b)(1))
- Ensure that the visitor industry activities are in keeping with the social, economic, and physical needs and aspirations of Hawaii's people. (HRS Section 226-8(b)(2))
- Improve the quality of existing visitor destination areas. (HRS Section 226-8(b)(3))
- Encourage cooperation and coordination between the government and private sectors in developing and maintaining well-designed, adequately serviced visitor industry and related developments which are sensitive to neighboring communities and activities. (HRS Section 226-8(b)(4))
- Foster an understanding by visitors of the aloha spirit and of the unique and sensitive character of Hawaii's culture and values. (HRS Section 226-8(b)(8))

The proposed scenic stop will provide visitors the opportunity to view and appreciate the natural beauty of Hanalei Valley and NWR. It will also provide an educational experience to help visitors learn about valley's history, wildlife, culture and 1200-year practice of cultivating taro. In a small way, the proposed scenic stop will enrich each visitor's stay in Hawaii. The conceptual design of the scenic stop will be developed with participation from Hanalei and Princeville residents, who have proven to be very active in protecting the character of their communities. Princeville Corporation will also continue to be involved in the planning of the project because they are the land donor, and have a large interest in the property being used for a high-quality, well-maintained public facility.

Under the No Build Alternative, visitors would continue to have access to the existing lookout, although many would miss this experience because of the existing site's lack of parking and

poor access. Therefore, although the No Build Alternative supports the visitor industry, an important objective of the State Plan, it would not support this objective to the same extent as the proposed project.

The project is consistent with the following policies related to physical environment:

- Effective protection of Hawaii's unique and fragile environmental resources. (HRS Section 226-11(a)(2))
- Take into account the physical attributes of areas when planning and designing activities and facilities. (HRS Section 226-11(b)(3))
- Encourage the protection of rare and endangered plant and animal species and habitats native to Hawaii. (HRS Section 226-11(b)(6))
- Pursue compatible relationships among activities, facilities, and natural resources. (HRS Section 226-11(b)(8))
- Promote the preservation and restoration of significant natural and historic resources. (HRS Section 226-12(b)(1))
- Promote the preservation of views and vistas to enhance the visual and aesthetic enjoyment of mountains, ocean, scenic landscapes, and other natural features. (HRS Section 226-12(b)(3))
- Protect those special areas, structures, and elements that are an integral and functional part of Hawaii's ethnic and cultural heritage. (HRS Section 226-12(b)(4))
- Encourage the design of developments and activities that complement the natural beauty of the islands. (HRS Section 226-12(b)(5))
- Foster educational activities that promote a better understanding of Hawaii's limited environmental resources. (HRS Section 226-13(b)(1))

Since the Refuge was established in 1972, USFWS personnel and tenant farmers have protected endangered waterbirds and continued the practice of taro cultivation in the valley, an important economic and cultural activity. The proposed scenic stop will provide an enhanced opportunity for residents and visitors to enjoy the natural beauty of the valley, but to also learn about the Refuge's and valley's important environmental and cultural functions. Design features of the scenic stop will prevent or mitigate adverse impacts to Hanalei Valley, such as protecting the valley's visual integrity.

The No Build Alternative would do nothing to damage the important natural and cultural resources of Hanalei Valley. Therefore, it is also consistent with the objectives of the State Plan pertaining to the physical environment. However, it would do little to promote public education of the importance of the valley's resources other than is currently provided in the small interpretive display adjacent to the existing scenic stop.

2.4.1.2 Hawaii State Land Use Controls

2.4.1.2a Description

The State Land Use Commission (SLUC), under the authority granted in HRS Chapter 205, regulates land use through classification of State lands into four districts: Urban, Agriculture, Conservation and Rural. The intent of the land classification is to accommodate growth and

development while retaining the natural and agricultural resources of the State. Each district has specific land use objectives and development constraints.

As shown on Figure 2-11, most of the project site is within the Conservation District, with the remainder in the Agricultural District. The specific subzone of the Conservation District is Resource.

2.4.1.2b Consistency

Many components of the scenic stop will be in the Conservation District, such as the visitor information center, maintenance building, educational pavilion, overlooks and much of the parking lot (see Figure 2-11). According to HAR 13-5-22, land uses undertaken by the State of Hawaii are allowed in the Conservation District if they fulfill a mandated governmental function, activity or service for public benefit. In addition, the objective of the Resource Subzone, as stated in HAR 13-5-13, "is to develop, with proper management, areas to ensure the sustained use of the natural resources of those areas." This section goes on to state that the Resource subzone may be used for "future parkland and lands presently used for national, state, county or private parks." Although the proposed scenic stop is technically not a "park", it will have park-like features, such as park-like landscaping. The proposed scenic stop will be a public facility open to visitation by the general public for public benefit, such as environmental education. Therefore, it will conform to the policies that have been established for the Resource subzone of the Conservation District. The project will require a Conservation District Use Permit, which is granted by the Board of Land and Natural Resources.

The elements of the scenic stop within the Agricultural District will require a Special Permit from the SLUC, which is administered by the County of Kauai Planning Department in conjunction with a Use permit (see Section 2.4.2.2).

2.4.1.3 Coastal Zone Management

2.4.1.3a Description

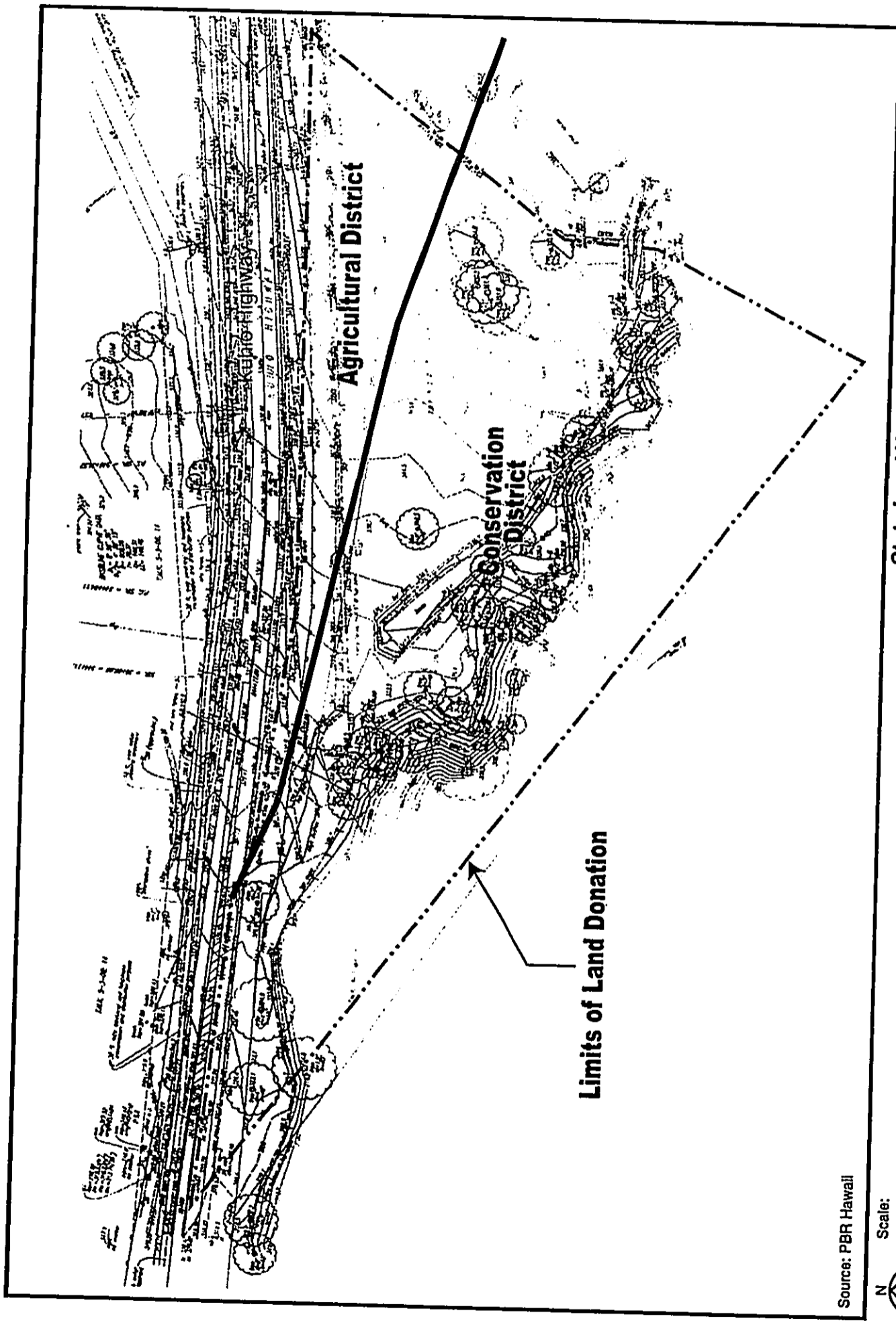
The project site is within the State's Coastal Zone Management (CZM) area. The objectives and policies of the Hawaii CZM Program are to protect and manage Hawaii's coastal resources. Federally assisted activities affecting Hawaii's coastal zone, such as the proposed project, must be consistent with the CZM objectives and policies.

2.4.1.3b Consistency

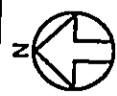
The following describes the project's consistency with the objectives and policies of the State's CZM Program. The Department of Business, Economic Development and Tourism (DBEDT), the agency administering the State's CZM program, will review this assessment.

Recreation Resources

The project site contains no existing park or recreational resource. The nearest recreational resources are the Princeville golf course located across Kuhio Highway from the project site.



Source: PBR Hawaii



Scale:



State Land Use District Boundaries at the Project Site
HANALEI VALLEY/HANALEI NATIONAL WILDLIFE REFUGE SCENIC STOP
 Final Environmental Assessment
FIGURE 2-11

and Hanalei River, which is used for recreational kayaking and non-motorized boating. Access to, use of, or quality of these recreational resources will not be affected by the project.

Historic Resources

The project site contains no historic properties, and according to a site survey conducted by CSH, the chances of uncovering subsurface archaeological deposits are small. The two identified historic properties that are nearest to the project site are Pooku *Heiau* (about 1500 feet east of the project site) and Hanalei NWR Historic and Archaeological District. The proposed project will not affect any of the characteristics of these resources that make them historic. For more information, see Section 2.3.5.

Scenic And Open Space Resources

Views from the existing overlook will be maintained.

The proposed scenic stop will provide a new and panoramic view of Hanalei Valley. The new overlook will provide views deeper into the valley as well as views of Hanalei Town and Bay. These views are not available from the existing lookout. None of the visual characteristics of the valley, such as its wetlands, lush valley walls and mountain backdrops, will be affected by the project. From certain vantage points, structures at the scenic stop will be visible from the valley floor. However, landscaping and other design features will screen the buildings from the valley floor and Kuhio Highway as much as possible. For more information, see Section 2.3.6.

Coastal Ecosystems

The project site will not be located in the Shoreline Setback Area or the Special Management Area. During construction, Best Management Practices (BMPs) will be used to prevent sedimentation generated at the construction site from affecting Hanalei River and its wetlands. When completed, stormwater runoff from the scenic stop parking lot will be directed towards the Kuhio Highway drain system and discharged to a pond in the Princeville Golf Course, which serves as a retention basin. For more information, see Sections 2.1.3 and 2.2.2.

Economic Uses

The proposed scenic stop will enhance the experience of visitors to the island by providing a safe, high quality visitor experience that will include scenic vistas and environmental and cultural educational displays. Therefore, the project will benefit the visitor industry.

Coastal Hazards

Since the project site is not located along the shoreline, the proposed scenic stop will not be exposed to coastal hazards.

Managing Development

The proposed scenic stop will require State and County permits for development of the proposed project, which also include provisions for public participation and the protection of coastal resources.

Public Participation

To date, project planning has included three public information meetings, and 25 small group meetings with elected officials and business, economic development and community organizations. Consultations with federal, State and County agencies were also conducted. The public was provided a 30-day review period to provide comments on the project's Draft EA. For more information, see Chapter 3.

Beach Protection

The project will not have an impact on coastal erosion because the project site will not be adjacent to or abut the shoreline.

Marine Resources

The project will not have an impact on marine or coastal resources because the project site is not adjacent to or abutting the shoreline. Also see Coastal Ecosystems above.

2.4.2 County of Kauai Plans and Controls

2.4.2.1 General Plan

2.4.2.1a Description

Ordinance No. 753 adopting the Kauai General Plan (November 2000) was approved by the County Council on November 29, 2000 and signed by the Mayor on November 30, 2000. The purposes of the General Plan, as stated in Section 7-1.2 of Ordinance 753, are as follows:

The General Plan is intended to improve the physical environment of the County and the health, safety and general welfare of Kauai's people.

The General Plan states the County's vision for Kauai and establishes strategies for achieving that vision [as] expressed in terms of policies and implementing actions.

The General Plan is a direction-setting, policy document [and] is not intended to be [a] regulatory [document]. It is intended to be a guide for future amendments to land regulations and to be considered in reviewing specific zoning amendment and development applications.

[The General Plan is] intended to guide county actions and decisions . . . [and] specific types of actions . . . [such as] revisions to land use and land development regulations; deciding on zoning changes, preparing and adopting Development Plans and Public Facility Plans; and preparing and adopting capital improvement plans.

2.4.2.1b Consistency

The proposed scenic stop will support the policies and implementing actions of the General Plan dealing with scenic views, the visitor industry, and scenic roadway corridors.

Scenic Views

Relevant policies regarding scenic views include:

- a. The County shall seek to preserve scenic resources and public views. Public views are those from a public place.
- b. The County shall observe the following general principles in maintaining scenic resources:
 1. Preserve public views that exhibit a high degree of intactness or vividness.
 2. Preserve the scenic qualities of mountains, hills and other elevated landforms.
 3. Preserve the scenic qualities of lowland/open space features. Structures should not impede or intrude upon public views of the feature and should not alter the character of the immediate area around the land feature, history or cultural property.

The proposed scenic stop will be consistent with the policies regarding scenic views. The project will develop a new public facility from which additional views of the spectacular Hanalei Valley will be created. These new views may be superior to what is available at the existing scenic stop because they will be more panoramic and include views of Hanalei Town and Bay and deep into the valley (see Section 2.3.6). In addition, the classic view of Hanalei Valley from the existing scenic stop will be maintained.

The proposed scenic stop will not alter the intactness or vividness of the valley or its scenic quality because the facility will not introduce any building or structure that will encroach upon the visual landscape. The proposed scenic stop will not affect the landforms of the valley's visual resources, which include lowland wetlands, lush valley walls and mountain background. The overlook areas on knolls along the bluff line will be designed to blend in with the landscape by using appropriate materials for safety railings (i.e., lava rocks walls) and placing the overlook slightly below the bluff line so that visitors blend in with the hillside (see Section 1.3).

The No Build alternative would also be consistent with the policies regarding scenic views because the existing lookout would remain open.

Visitor Industry

The following relevant policies regarding the visitor industry deal with visitor activities, parks and natural areas:

- a. Encourage the development of public-private partnerships involving the County and the Department of Land and Natural Resources (DLNR) in order to manage and improve Kauai's valuable parks and natural areas.
- b. The County shall develop or support development of the following programs by Federal, State or private agencies:
 1. Regional visitor centers to provide guidance and assistance to visitors, as well as information about the region, its history and culture.
 2. First-person interpretation of natural areas, historic and archaeological sites, traditional agricultural and cultural practices, towns and communities.

3. Study and practice of Native Hawaiian and other ethnic cultural traditions and languages, including development of cultural learning centers.

Should the project move forward, a public-private partnership will be established to promote the public enjoyment of Hanalei Valley and NWR. Although that partnership will not initially include the County or DLNR, it will include the HDOT, the FHWA, the USFWS and Princeville Corporation. After the facility is developed, the County or DLNR may use it for various community purposes, such as for civil defense and environmental education. In this way both government entities could become involved in the new scenic stop.

Although the proposed scenic stop will not become the regional visitor center for the North Shore as described in the General Plan, the planned visitor information center will provide educational displays and information about Hanalei NWR, endangered species and potentially the geological and cultural history of Hanalei Valley. This will be supportive of General Plan objectives to provide interpretation of natural areas, historic and archaeological sites, traditional agricultural and cultural practices for visitors. Also, the USFWS has indicated a willingness to provide non-commercial information to visitors and residents, such as water safety information.

The No Build alternative is not necessarily inconsistent with the General Plan, but it would not implement the policies of the General Plan regarding the development of visitor attractions. Although the existing scenic stop would remain, it does not have enough space to provide a high quality visitor experience.

North Shore Policies for Enhancing Towns and Communities and Providing for Growth

The General Plan stated that many visitors travel to the North Shore to enjoy its beaches and unique natural areas. However, the Plan also noted that heavy visitor use could adversely affect residents or damage the environment. Therefore, the Plan recommended that citizens and government work together to identify parks or natural areas where visitors will be welcomed and accommodated, and parks or natural areas where access should be controlled. The General Plan identified a potential visitor attraction on the North Shore as follows: "Provide for development of a visitor center overlooking Hanalei Valley for visitor orientation and activities."

The proposed project is consistent with the General Plan policy that recommends developing a visitor center overlooking Hanalei Valley. The No Build Alternative would not be consistent with this policy.

2.4.2.2 North Shore Development Plan

2.4.2.2a Description

The North Shore Development Plan Update (December 1980) was prepared to guide decision-making in the North Shore Planning Area (NSPA), the area between Kilauea and Haena. The Plan Update consists of goals, objectives and recommendations to help preserve the special characteristics of the North Shore and guide its economic and land use development.

The North Shore Development Plan Ordinance (Chapter 10, Article 2 of the Ordinances of the County of Kauai) supplements the Comprehensive Zoning and Subdivision Ordinances in regulating use and development practices and provides guidelines to direct the physical locations and relationships of major improvements, buildings and landscape within the North Shore planning area.

2.4.2.2b Consistency

The following are the planning goals as stated in the Plan Update:

- A. To preserve the unique and natural beauty of the NSPA.
- B. To preserve the special rural charm of the NSPA.
- C. To provide for the safety and welfare of the people and their property of the NSPA.
- D. To provide for the economic growth and development of the NSPA.
- E. To preserve the wildlife and flora of the North Shore, recognizing man's dependence upon this preservation for his own health and welfare.
- F. To insure the preservation of the historic-archaeological sites in the NSPA.
- G. To create a development program for evolutionary growth that depends upon a planning process whereby conflicts can be resolved through the establishment of priorities and community participation.
- H. To provide for the recreational opportunities that are compatible with the unique qualities and natural features of the North Shore.

The proposed scenic stop would be consistent with the goals of the Plan Update. The unique and natural beauty of Hanalei Valley, as well as its rural characteristics, will not be affected by the project because only the overlooks of the project will be placed along the valley walls. Setbacks, landscaping, and appropriate scale and architectural features will mitigate visual impacts. The purposes of the project are to enhance the scenic overlook of the valley, and provide compatible environmental and cultural education about the Refuge and valley. Achieving these objectives may increase public understanding and awareness of the importance of Kauai's natural resources and past heritage.

The provisions provided in the North Shore Development Plan Ordinance do not specifically address the proposed project.

2.4.2.3 County of Kauai Zoning

2.4.2.3a Description

The County of Kauai Planning Department administers the zoning ordinance. The portion of the scenic stop in the State's Agricultural District is zoned Open by the County, and is under the jurisdiction of the County and State Land Use Commission (see Section 2.4.1.2). The

developed areas of Princeville, such as the commercial areas, residences and golf course, are zoned Commercial, Residential of various densities and Open. Areas of Hanalei Valley below the proposed scenic stop site not in the Refuge are zoned for Agriculture.

2.4.2.3b Consistency

There are several purposes of the County Open District (Ordinances of the County of Kauai, Chapter 8, Section 8-8.1). The purpose most relevant to the proposed project is: "To preserve, maintain or improve the essential characteristics of land and water areas that are: 1) of significant value to the public as scenic or recreational resources; and 2) important to the overall structure and organization of urban areas and which provide accessible and usable open areas for recreational and aesthetic purposes." The proposed scenic stop will provide a new scenic overlook of Hanalei Valley (a valuable visual and natural resource), and educational opportunities to learn about the history, cultural, environment and function of the valley. The construction and operation of the facility will be conducted to prevent adverse impacts to important natural, scenic and cultural resources. Therefore, the stop's use of Open District land complies to the extent possible with the Open district zoning designation.

According to the County of Kauai Planning Department, the proposed scenic stop will require a County Use Permit for the elements of the project in the Open zoning district.

2.5 PERMITS AND APPROVALS

The following permits or approvals will be required prior to the construction of the project.

State

- DBEDT, Office of Planning - Coastal Zone Management Federal Consistency Determination
- DLNR, Land Division – Conservation District Use Permit
- SDOH, Clean Water Branch – National Pollutant Discharge Elimination System Permit for stormwater discharges relating to construction activities

County

- Department of Public Works (DPW) - Building Permit
- Planning Department – Special Permit for Use of State Agricultural District, Use Permit for Use of County Open District Zone, and Class IV Zoning Permit

Prior to the USFWS acceptance of the scenic stop, USFWS will have to conduct a pre-acquisition contamination study to determine whether hazardous materials need to be cleaned or removed from the site before acquisition. However, as noted in Section 2.2.1, there are no records of site contamination on the affected parcel. In addition, the USFWS must complete a Refuge compatibility determination for the proposed public use in order to evaluate whether the project is compatible with the objectives and management of the Hanalei NWR. If the proposed scenic stop were to be found officially compatible with the Refuge, the USFWS will prepare a final decision document.

CHAPTER THREE

Comments and Coordination

CHAPTER 3 COMMENTS AND COORDINATION

This chapter summarizes the public and agency consultation and coordination activities for this project that have been conducted to date. Project scoping and coordination activities included public information meetings; correspondence with government agencies, landowners, and environmental organizations; and meetings with government agencies and other interested parties.

3.1 SCOPING AND AGENCY CONSULTATION

The following agencies, organizations and landowners were contacted by letter (see Appendix A) and asked if they were aware of any environmental or social issue associated with the proposed project, or if they had any environmental concerns. An asterisk (*) appears next to those parties that responded to the Request For Comments letter. Copies of the responses are provided in Appendix A.

Federal Agencies

- U.S. Army Corps of Engineers*
- U.S. Environmental Protection Agency, Pacific Islands Contact Office

State Agencies

- Department of Agriculture
- Department of Business, Economic Development & Tourism, Office of Planning
- Department of Defense
- Department of Hawaiian Home Lands
- Department of Health, Environmental Health Administration
- Department of Land and Natural Resources (DLNR), Division of Forestry and Wildlife*
- DLNR, Land Division
- DLNR, State Historic Preservation Division*
- DLNR, Commission on Water Resource Management
- Office of Environmental Quality Control
- Office of Hawaiian Affairs (OHA)*

County of Kauai Agencies

- Department of Public Works
- Department of Water*
- Planning Department
- Kauai Historic Preservation Review Commission (KHPRC)*
- Kauai Civil Defense Agency
- Fire Department
- Police Department

Other Organizations

- Kauai Historical Society
- Hanalei Heritage River*
- Princeville Resort Kauai
- Princeville at Hanalei Community Association

- Hanalei Community Association
- Princeville Ag Subdivision Association
- Kilauea Neighborhood Board

Since the project will require compliance with certain environmental laws and regulations, additional coordination and consultation was conducted as described below. Appendix B contains copies of relevant correspondence.

Section 7 of the Endangered Species Act

This law requires that actions that are federally funded, authorized or carried out be done in a manner to not jeopardize the continued existence of any plant or animal species listed as threatened or endangered, or destroy or adversely modify any designated critical habitat. The following consultation and coordination activities were conducted on behalf of the project (see Appendix B).

- U.S. Department of the Interior, Fish and Wildlife Service (USFWS)
 1. August 29, 2000 letter from the Federal Highway Administration (FHWA) requesting list of Federal Trust Species that could be affected by the proposed project
 2. October 17, 2000 letter from the USFWS to the FHWA providing list of Federal Trust Species that could be affected by the proposed project
 3. July 5, 2001 letter from the FHWA to the USFWS requesting concurrence on the finding that the proposed project is not likely to cause an adverse effect on federal trust species identified by the USFWS
 4. July 31, 2001 letter from the USFWS to FHWA concurring with the finding that the proposed project is not likely to cause an adverse effect on Federal Trust Species
 5. Revised Intra-Service Section 7 Biological Evaluation Form, June 2002

Section 106 of the National Historic Preservation Act

This law requires that actions that are federally funded, authorized or carried out take into account the effect of such actions on any district, site, building, structure or object that is included in or eligible for inclusion in the National Register of Historic Places. The following consultation and coordination activities were conducted on behalf of the project (see Appendix B).

- DLNR State Historic Preservation Division (SHPD)
 1. July 25, 2001 site visit and coordination meeting to discuss potential impacts to the historic properties in the vicinity of the proposed project
 2. August 31, 2001 letter from FHWA transmitting copies of the inventory survey report prepared for the project and to inform the SHPD that FHWA is initiating the Section 106 process
- State Historic Preservation Officer (SHPO)
 1. September 11, 2001 letter from the SHPO to the FHWA providing comments on the inventory survey report and potential project impacts to historic properties
 2. September 11, 2001 letter from the SHPO to PB providing comments on the inventory survey report and potential project impacts to historic properties

3. December 31, 2001 letter from the FHWA to the SHPO requesting concurrence on effect determinations
 4. January 17, 2002 letter from the SHPO to the FHWA concurring with the effect determinations
- Other agencies and organizations
 1. September 10, 2001 letter from PB to the OHA requesting review of the project's inventory survey report
 2. September 10, 2001 letter from PB to the KHPRC requesting review of the project's inventory survey report
 3. September 10, 2001 letter from PB to Historic Hawaii Foundation requesting review of the project's inventory survey report
 4. September 10, 2001 letter from PB to the Kauai Historical Society requesting review of the project's inventory survey report
 5. September 25, 2001 letter from the OHA to PB providing comments on the inventory survey report
 6. February 20, 2003, letter from PB to Hui Malama I Na Kupuna O Hawaii Nei requesting comments on the project's evaluation of impacts to historic properties

Farmland Protection Policy Act

The Farmland Protection Policy Act (FPPA) requires that federal agencies identify and consider the adverse effects of their actions on the preservation of farmland. The following consultation and coordination activities were conducted on behalf of the project (see Appendix B).

- U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS)
 1. September 5, 2001 letter from PB to NRCS requesting land evaluation scores on Form AD-1006
 2. September 20, 2001 letter from NRCS to PB providing land evaluation scores on Form AD-1006

3.2 PUBLIC INFORMATION MEETINGS

Two public meetings were conducted as part of the project's public involvement efforts for scoping and informational outreach.

The first meeting was held on the evening of August 29, 2000 at the Hanalei School Cafetorium. Twenty-seven people attended this meeting. Representatives of HDOT, FHWA, USFWS, Princeville Corporation and the project consultants attended the meeting. The meeting's formal presentation addressed the purpose of the project, major considerations affecting the design of the proposed scenic stop, and basic characteristics and planning status of the project. Following the formal presentation, the meeting was opened for questions and comments from the audience. Opinions expressed mostly pertained to alternatives to the proposed scenic stop, and many participants requested that more alternatives be investigated. Alternatives suggested varied from keeping the existing scenic stop, with only slight modifications, to providing a larger scenic stop than proposed at that time to accommodate a

multi-purpose visitor center and sufficient parking for bus staging operations. A summary of the meeting is provided in Appendix A.

The second public information meeting was held on the evening of November 2, 2000 at the Hanalei School Cafetorium. Twenty-eight people attended this meeting. Representatives of HDOT, FHWA, USFWS, Princeville Corporation and the project consultants attended the meeting. The meeting's formal presentation included the material provided at the first meeting (for those who had not attended the first meeting), a summary of the comments made at the first meeting; and discussion of alternatives to the proposed scenic stop (see Section 1.5), including their advantages and disadvantages. All of the alternatives suggested at the first meeting were addressed. Following the formal presentation, the meeting was opened for questions and comments from the audience. Many participants questioned the need for the new scenic stop, apparently believing that the capacity of the existing stop is sufficient due to disinterest and short stays. They also questioned the safety problem at the stop. Other commenters voiced concern about long-term maintenance of the facility, potential impacts to endangered birds, and pollution effects. Some participants only favored modifying entrance to and egress from the existing scenic stop (to provide only right-turns in and right-turns out). A summary of the meeting is provided in Appendix A.

Comment forms were made available at both public meetings. Copies of completed forms submitted to HDOT are provided in Appendix A.

3.3 SMALL GROUP MEETINGS

Following the second public meeting, there was a sense among project planners that parties beyond Hanalei with a stake in the project were not being provided the same opportunity to provide input as Hanalei residents. Therefore, project planners conducted small group meetings with organizations that might be stakeholders.

Small group meetings were held with following organizations. Brief summaries of their comments are provided. Complete summaries of these meetings are provided in Appendix A.

- Kauai Visitors Bureau (KVB), Marketing Committee: Held on April 18, 2001. The KVB Marketing Committee was generally supportive of the project, and provided suggestions about elements that should be included at the proposed scenic stop. They recommended that the scenic stop promote sensitivity to the rural lifestyle of the North Shore and include a cultural education component.
- Kauai Economic Development Board (KEDB): Held on April 18, 2001. The KEDB was supportive of the project, and noted that its concept was in current planning documents, such as the recently adopted General Plan. They suggested that the scenic stop include "distance learning" capabilities (e.g., internet access), similar to the visitor center in Waimea.
- Princeville Community Association: Held on April 19, 2001. The Princeville Community Association stated that they are not allowed by its bylaws to take an official position on the project, but those in attendance voiced strong support.

- North Shore Business Council: Held on April 19, 2001. The North Shore Business Council voiced support for the project, and provided suggestions for elements of the scenic stop. One suggestion was that the visitor center include information on water recreation safety.
- Hanalei Roads Committee: Held on April 19, 2001. The Hanalei Roads Committee voiced strong opposition to the project, despite its potential to include community benefits, such as educational facilities and shelter during flooding in the valley. The group felt that any building on the site would adversely affect the rural character of Hanalei.
- Hanalei NWR farmers: Held on April 19, 2001. The farmers voiced concern about impacts on their privacy. The farmers were told that should the project proceed, they would be consulted further on mitigating the loss of privacy. A follow-up meeting was held with some of the farmers on July 10, 2001 at the project site. The purpose of this second meeting was to show the farmers the new views that would be created at two potential overlook sites. The farmers expressed concern about adverse impacts to the privacy of one residence in the valley, and people working near the overlook.
- Mayor Maryanne Kusaka: Held on June 29, 2001. Mayor Kusaka indicated that the educational elements of the project are needed. However, she asked that the buildings be screened from the highway and valley as much as possible, offering specific suggestions such as consolidating structures and lowering building profiles.
- Council Member Jimmy Tokioka: Held on June 29, 2001. Although Council Member Tokioka was concerned about economic impacts to Princeville merchants, he thought that the project would provide public benefits.
- Council Member Randal Valenciano: Held on June 29, 2001. Council Member Valenciano suggested that the new scenic stop be used as a trailhead because there appears to be opportunities for eco-tourism in the area. He also asked that landscaping adjacent to Kuhio Highway be used to hide the structures. He thought it best if the only indication of the scenic stop is the signage, and that the buildings not be visible until one enters the facility.
- Council Member Daryl Kaneshiro: Held on June 29, 2001. Council Member Kaneshiro thought that the project would be beneficial because it could provide information to visitors about water safety, noting that many drowning accidents on Kauai occur on the North Shore.
- Council Member Gary Hooser: Held on June 29, 2001. Council Member Hooser indicated that much of the project criticism stems from traffic congestion in the valley, noting that the community perception is that the proposed scenic stop would attract more visitors to the area.
- Council Chair Ronald Kouchi: Held on June 29, 2001. Council Chair Kouchi indicated that the visitor center and restrooms would provide needed benefits to the North Shore

area. He asked that the facility serve school groups, and have staff knowledgeable about the environment and culture of the valley.

- Council Member Bryan Baptiste: Held on June 29, 2001. Council member Baptiste expressed concern about the project's visual impact, and asked that this impact be mitigated by landscaping.
- Council Member Kaipō Asing: Held on June 29, 2001. Council member Asing stated that he understood some of the positive aspects of the project. However, he also understood the reasons why some people are opposing the project.
- Kilauea Neighborhood Association: Held on July 10, 2001. Reactions to the project were mixed, with some of the participants questioning the need for the scenic stop and its proposed location, and some supporting the project, noting its benefits to the visitor industry. Other concerns that were expressed included staffing plans, traffic impacts on Kuhio Highway and the proposed access changes at the existing scenic stop.
- County of Kauai Planning Department: Held on July 11, 2001. The Director and staff provided information on the applicable County permitting process. They noted that certain interests are opposed to urban uses on the mauka side of Kuhio Highway. Since the project is controversial, they warned the project sponsors to expect "intervention" in the hearing before the Planning Commission.
- KVB Board of Directors: Held on July 31, 2001. Like the KVB Marketing Committee, the Board had questions on facility maintenance, alternatives and potential community impacts. Some members were very supportive of the educational aspects of the project.
- Hawaii Transportation Association: Held on July 31, 2001. Attendees were supportive of the project, and noted that public restrooms on the North Shore are needed.
- Kauai Police Department: Held on July 31, 2001. The commander of the police station in Princeville attended this meeting. He indicated that the existing scenic stop is almost always congested. He liked the educational aspects of the project and noted that public restrooms are needed.
- Hanalei School: Held on September 17, 2001. The Hanalei School principal provided suggestions on how the proposed scenic stop could enrich school excursions. The principal asked that building designs consider appropriate scale in relation to the project site and community.
- Kauai Chamber of Commerce, Board of Directors: Held on October 15, 2001. The Board of Directors was interested on whether alternatives were considered and investigated.
- Princeville Community Association (PCA), General Membership: Held on October 20, 2001. The PCA membership was concerned about long-term maintenance of the facility, visual impacts, traffic, parking and avoiding impacts to Pooku Heiau.

- Kauai State Legislators: Held on October 24, 2001. Senator Jonathan Chun and Representative Hermina Morita attended the meeting. Other Kauai legislators were unable to attend. Senator Chun asked that the project extend public involvement into the design phase of the project. Representative Morita expressed several concerns, including that the facility be of an appropriate size and scale, minimizing commercialization, and inquiring whether the scenic stop would draw more visitors to the North Shore, which may affect the community and protected species.
- Kauai Historic Preservation Review Commission (KHPRC): Held on November 1, 2001. The KHPRC provided input on historic properties in the vicinity of the project site.
- Contractors Association of Kauai, Board of Directors: Held on November 14, 2001. In general, the Board of Directors felt the project would benefit the Kauai community.

3.4 DRAFT ENVIRONMENTAL ASSESSMENT

3.4.1 Availability of Draft Environmental Assessment

The project's Draft EA was announced in the October 23, 2001 edition of the State of Hawaii Office of Environmental Quality Control's The Environmental Notice, initiating a 30-day public comment period that ended on November 23, 2001. Copies of the Draft EA were mailed to federal, State and County agencies, elected officials and community organizations with an interest in the project (see Table 3-1). In addition, copies of the Draft EA were mailed to Princeville and Lihue Public Libraries. All parties who were sent copies of the Draft EA were invited to provide comments.

3.4.2 Public Meeting

A third community public meeting was held on November 14, 2001 between 6:30 p.m. and 8:30 p.m. at the Prince Club House in Princeville, Kauai. The purpose of the meeting was to provide the public with an opportunity to ask questions and/or obtain information regarding the project and the Draft EA before the end of the 30-day public comment period.

Notice of the public meeting appeared in The Garden Island Newspaper on November 6, 7 and 8, 2001 and in The Honolulu Advertiser on November 7, 2001. Over one hundred governmental agencies, individuals, community, civic and business organizations received notice of the public meeting by mail.

The public meeting was held in an "open house" format, as opposed to a "traditional" format where a formal presentation is made in front of a public audience. In an open house format, "science fair" types of displays are used to provide information about the project, and project staff and experts are available to answer questions in an informal setting. A handout was also distributed that included project information (see Appendix A). Since no formal presentation was provided, participants had the option of attending the meeting at any time within the hours of the meeting. The format of the meeting was believed to be appropriate for providing project

Table 3-1
Summary of Draft Environmental Assessment Coordination and Comments

Agency, Organization or Individual	Received Copy of Draft EA	Provided Comments During Draft EA Comment Period
Federal Agencies		
U.S. Fish and Wildlife Service	•	NA, Project Cooperating Agency
Environmental Protection Agency	•	No
State of Hawaii Agencies		
Department of Business, Economic Development & Tourism, Office of Planning	•	No
Department of Health	•	November 6, 2001 December 19, 2001
Department of Land and Natural Resources (DLNR), Division of Forestry and Wildlife	•	No
DLNR, Historic Preservation Division	•	November 8, 2001
DLNR, Land Division	•	November 30, 2001
Office of Environmental Quality Control	•	November 20, 2001
Office of Hawaiian Affairs	•	November 16, 2001
County of Kauai Agencies		
Department of Public Works	•	October 30, 2001
Department of Water	•	November 1, 2001
Planning Department	•	No
Kauai Historic Preservation Review Commission	•	November 2, 2001
Kauai Civil Defense Agency	•	November 16, 2001
Fire Department	•	No
Police Department	•	October 26, 2001
Economic Development	•	No
Elected Officials		
The Honorable Daniel K. Inouye, U.S. Senate	•	No
The Honorable Daniel K. Akaka, U.S. Senate	•	No
The Honorable Neal Abercrombie, U.S. House of Representatives	•	No
The Honorable Patsy Mink, U.S. House of Representatives	•	No

**Table 3-1
Summary of Draft Environmental Assessment Coordination and Comments
(Continued)**

Agency, Organization or Individual	Received Copy of Draft EA	Provided Comments During Draft EA Comment Period
The Honorable Ezra R. Kanoho, State Representative	•	No
The Honorable Bertha C. Kawakami, State Representative	•	No
The Honorable Hermina Morita, State Representative	•	November 23, 2001
The Honorable Jonathan Chun, State Senator	•	No
The Honorable Avery Chumbley, State Senator	•	No
The Honorable Maryanne W. Kusaka, Mayor of County of Kauai	•	No
The Honorable Ronald Kouchi, County Council Chair	•	No
The Honorable Kaipō Asing, County Council Member	•	No
The Honorable Bryan J. Baptiste, County Council Member	•	No
The Honorable Gary Hooser, County Council Member	•	No
The Honorable Daryl Kaneshiro, County Council Member	•	No
The Honorable James Tokioka, County Council Member	•	No
The Honorable Randal Valenciano, County Council Member	•	No
Public Libraries		
Princeville Public Library	•	No
Lihue Public Library	•	No
Others		
Mr. Carl Berg, Jr.		November 22, 2001
Ms. Beryl Blaich	•	November 23, 2001
Mr. Gary Blaich		(2)
Ms. Sandra Busto		(1)
Contractors Association of Kauai (Mr. Hal Martin, President)		(1)
Ms. Felicia Cowden		(2)
Ms. Evelyn de Buhr		November 19, 2001
Ms. Caren Diamond		November 21, 2001
Mr. Larry Dill		(2)
Ms. Margery H. Freeman		Received Nov. 21, 2001

**Table 3-1
Summary of Draft Environmental Assessment Coordination and Comments
(Continued)**

Agency, Organization or Individual	Received Copy of Draft EA	Provided Comments During Draft EA Comment Period
Mr. Donald M. Fujimoto		(1)
Ms. Beverly L. Furfaro		(1)
Ms. Judy Gardner	•	November 14, 2001
Hanalei Community Association (Ms. Diane Daniells)	•	November 21, 2001
Hanalei Heritage River (Ms. Makaala Kaaumoana)	•	November 20, 2001
Hanalei Roads Committee (Ms. Barbara Robeson and Mr. Brian Hennessy)	•	November 23, 2001
Hanalei Valley farmers (contact: Rodney Haraguchi)	•	No
Hawaii's Thousand Friends	•	November 19, 2001
Mr. Murray C. Hudson		(1)
The Kanaka Maoli National Lands, Inc. (Mr. Joseph Manini, Sr.)		(1)(2)
Kauai Chamber of Commerce	•	No
Kauai Economic Development Board (Ms. Kris Nakata)	•	November 12, 2001
Kauai Island Tours, Inc. (Mr. Edward Matsukawa)	•	(1)
Kauai Ocean Rescue Council	•	No
Kauai Visitors Bureau (Ms. Susan Kanohe)	•	October 30, 2001
Kilauea Neighborhood Board	•	No
Mr. Ron Langdon	•	(2)
Limu Coalition (Mr. Raymond L. Chuan)	•	November 20, 2001
Mr. Bert Lyon	•	November 19, 2001
North Shore Business Council	•	No
Ms. Karen Meyer, et. al.	•	November 21, 2001
Mr. Robert Nesti	•	(2)
The Outdoor Circle	•	No
Pahio Resorts, Inc. (Ms. Lynn P. McCrory)		Received Nov. 14, 2001
Mr. Ed and Marilyn Pollock	•	November 14, 2001
Princeville Ag Subdivision Association	•	No
Princeville Community Association	•	No

**Table 3-1
Summary of Draft Environmental Assessment Coordination and Comments
(Continued)**

Agency, Organization or Individual	Received Copy of Draft EA	Provided Comments During Draft EA Comment Period
Mr. Tom Rice		November 21, 2001
Mr. Frank D. Rothschild		November 20, 2001
Ms. Karen Sherwood		November 20, 2001
Sierra Club, Hawaii Chapter (Mr. Jeff Mikulina, Director)		November 23, 2001
Ms. Kimberlee Stuart		November 14, 2001
Mr. Michael Taylor		(2)
Mr. James Torio		(2)
Mr. Jonathan Wichman		November 18, 2001
Ms. Carol Wilcox		November 23, 2001

Notes: • Received a copy of the project's Draft Environmental Assessment.

Date: Provided a comment letter.

(1): Provided written comments using the project's public comment form.

(2): Provided oral comments during the November 14, 2001 public meeting by speaking to the court reporter.

No: No comments were provided.

information to a broad spectrum of the community, and soliciting comments from as many people as possible.

Comment forms were made available, and participants could write their own comments and leave them at the meeting, or they could take forms home for themselves or others for mailing in later. In addition, a court reporter was available to transcribe oral comments.

3.4.3 Comments

This section provides a record of all comments received during the Draft EA comment period, including those comments received as a result of the public meeting held on November 14, 2001 (see Section 3.4.2). A total of 51 written and oral statements was received and are summarized in Table 3-1. One individual provided both oral comments at the public meeting and written comments, and one agency, the State Department of Health, provided two letters.

The comments and their associated responses are arranged in the following order, which is the same order in which the commenters listed on Table 3-1:

- State of Hawaii agencies
- County of Kauai agencies
- Individuals and organizations

Written comments requiring responses were numbered in the left margin. Some commenters provided their own numbering. Oral comments that require responses were paraphrased in the response letter from the HDOT. The paraphrasing of oral statements was done for the purpose of brevity, with no intention of modifying the content of any comment received. Appendix A contains the entire transcript of the oral comments made at the public meeting.

Some of the comments received led to changes in the EA. HDOT and FHWA considered all comments received as they made their determination of whether or not the project will have a "significant impact" (see Chapter 4). The letters responding to the comments were sent in June 2003.

BENJAMIN J. CAYetano
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
KAUAI DISTRICT HEALTH OFFICE
3040 LIMI STREET
LIHUE, HAWAII 90708

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

RON METLER, M.D., M.P.H.
DISTRICT HEALTH OFFICER

November 6, 2001

TO: Steven M. Kyono, P.E.
District Engineer

FROM: Clyde Takekuma, Chief *Clyde Takekuma*
District Environmental Health Program

SUBJECT: Draft Environmental Assessment for Kuhio Highway,
Hanalei Wildlife Refuge Scenic Stop
Project No. FLH-056-1(45)
Applicant: State of Hawaii, Department of
Transportation, Highway Division

Thank you for giving us the opportunity to review the subject document. We offer the following environmental concerns for your consideration.

1. Wastewater disposal is not addressed sufficiently. Disposal of wastewater shall comply with Chapter 11-62, "Wastewater Systems", Title 11, Hawaii Administrative Rules (HAR).
2. The applicant has indicated conceptually to have public restrooms and a gift shop among other things. These facilities have a need for water; yet, this document does indicate the source of water. Should the applicant choose to develop their own water source/system, the applicant shall comply with the applicable requirements of Chapter 11-20, "Rules Relating to Potable Water Systems", Title 11, HAR. §11-20-1 Coverage states: "This chapter applies to each public water system unless the public water system meets all of the required conditions of Chapter 11-20. "Public Water System" means a system for the provision to the public of piped water for human consumption, if

such system has at least fifteen service connections or regularly serves an average of at least twenty-five individuals daily at least sixty days out of the year. New or modified public water systems need to comply to §11-20-29.

3. The proposed project shall comply with the applicable requirements of Chapters: 11-11, Sanitation, pertaining to natural ventilation and minimum sanitary facilities, and/or 11-39, Air Conditioning and Ventilating, pertaining to mechanical ventilation, of Title 11, HAR.
4. Should the gift shop include food, the food establishment will need to comply with the applicable requirements of Chapter 11-12, entitled Food Establishment Sanitation of Title 11, HAR.
5. As stated in Table S-1, the applicable requirements of Chapter 11-46, entitled Community Noise Control, of Title 11, HAR, pertaining to construction activities and stationary sources need to be complied with.
6. Page 2-3; section 2.1.4, Solid Waste Management and Hazardous Waste; paragraph 1:

Change sentence to read "Site preparation and construction will produce wastes which will be disposed of at a SDOH permitted disposal site. No wastes shall be buried or burned on site. Excavated materials will be used elsewhere on the project site for fill, or will be disposed of outside the project site at an approved location."

RATIONALE: New paragraph now addresses the proper disposal of grubbed and construction wastes in addition to just excavated material.

7. Best management practices (BMPs) should be implemented during construction to minimize impacts of storm water on State waters.

8 | Due to the general nature of the application submitted, we reserve the right to implement future environmental health restrictions when more detailed information is submitted.

Should you have any questions, call me at 241-3323.

INDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.040441

June 4, 2003

Mr. Clyde Takekuma, Chief
State of Hawaii
Department of Health
Kauai District Health Office
3040 Umi Street
Lihue, Hawaii 96766

Dear Mr. Takekuma:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the subject project. Enclosed is a copy of your written comments. We would like to provide the following responses to these comments by number indicated in the letter, plus an additional marked comment.

1. Section 2.2.2 of the Draft EA states that wastewater from the scenic stop would be transmitted to Princeville's wastewater system. Princeville is planning a sewer line on the north side Kuhio Highway. A cost sharing plan for this new sewer line is being considered.
2. Section 2.2.2 of the Draft EA states that water needed for the restrooms, irrigation and other domestic functions would be obtained from Princeville's potable water system.
3. All the buildings of the scenic stop will comply with the requirements stated in the comment.
4. All merchandise sold at the shop would be related to Hanalei Valley, Hanalei National Wildlife Refuge and local natural and cultural history of Hawaii. The U.S. Fish and Wildlife Service has informed us that they do not plan to sell food items at the bookstore.
5. As stated in Section 2.1.2, construction activities will comply with Chapter 46 of the Hawaii Administrative Rules, Community Noise Control.

Mr. Clyde Takekuma, Chief
Page 2
June 4, 2003

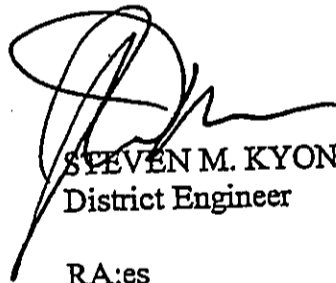
HWY-K 4.030441

6. Thank you. We will revise Section 2.1.4 in the Final EA by using your suggested text.
7. We agree. Best Management Practices will be employed during construction.
8. The Department of Health will have future opportunities to review other aspects of the project as we proceed to the design and construction stages.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact. The project's final environmental assessment will soon be released.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



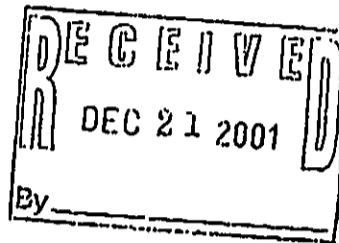
STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

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

In reply, please refer to:
File:

01-140/cpo

December 19, 2001



Mr. Steven M. Kyono, P.E.
District Engineer
Department of Transportation
Highways Division
3060 Eiwa Street, Room 205
Lihue, Hawaii 96766

Dear Mr. Kyono:

Subject: Draft Environmental Assessment (DEA)
Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Project No. FLH-056-1(45)

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:

Clean Water Branch (CWB)

1. The applicant should contact the Army Corps of Engineers to identify whether a federal permit (including a Department of Army permit) is required for this project. If a federal permit is required, then a Section 401 Water Quality Certification is required from the State Department of Health, Clean Water Branch.
2. A National Pollutant Discharge Elimination System (NPDES) general permit is required for the following discharges to waters of the State:
 - a. Storm water discharges relating to construction activities, such as clearing, grading, and excavation for projects equal to or greater than five acres;
 - b. Storm water discharges from industrial activities;
 - c. Construction dewatering activities;
 - d. Non-contact cooling water discharges less than one million gallons per day;

- 2
- e. Treated groundwater from underground storage tank remedial activities;
 - f. Hydro testing water;
 - g. Treated effluent from petroleum bulk stations and terminals; and
 - h. Treated effluent from well drilling activities.

Any person requesting to be covered by a NPDES general permit for any of the above activities should file a Notice of Intent with the Department's Clean Water Branch at least 30 days prior to commencement of any discharge to waters of the State.

- 3
- 3. After construction of the proposed facility is completed, an NPDES individual permit will be required if the operation of the facility involves any wastewater discharge into State waters.

If you have any questions, please contact the Clean Water Branch at (808) 586-4309.

Wastewater Branch (WWB)

- 4
- 1. Wastewater generated from the project's buildings must be transported, treated and disposed of via the Princeville wastewater system.
 - 5
 - 2. All wastewater plans must conform to applicable provisions of the Department of Health's Administrative Rules, Chapter 11-62, title "Wastewater Systems." We do reserve the right to review the detailed wastewater plans for conformance to applicable rules.

If you have any questions, please contact the Wastewater Branch at (808) 586-4294.

Clean Air Branch (CAB)

- 6
- 1. There is a potential for fugitive dust to be generated during construction due to grading, trenching, excavation and other development activities. The construction activities would impact nearby residential, businesses and thoroughfares. It is recommended that a dust control management plan be developed which identifies and addresses activities that have significant potential to generate fugitive dust. Implementation of adequate dust control measures during all phases of the project is required.
 - 7
 - 2. Construction activities must comply with provisions of the Hawaii Administrative Rules, Chapter 11-60.1-33, on "Fugitive Dust." The contractor should provide adequate means to control dust from road areas and during various phases of construction activities including but not limited to:

Mr. Steven M. Kysno, P.E.
December 19, 2001
Page 3

7

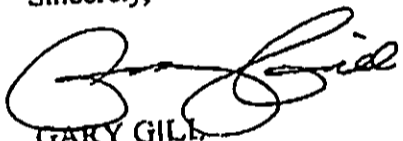
8

- a. Planning the different phases of construction, focusing on minimizing the amount of dust-generating materials and activities, centralizing material transfer points and on-site vehicular traffic routes, and locating potentially dusty equipment in areas of the least impact;
- b. Providing an adequate water source at the site prior to start-up of construction activities;
- c. Landscaping and rapid covering of bare areas, including slopes, starting from the initial grading phase;
- d. Controlling of dust from shoulders, project entrances, and access roads; and
- e. Providing adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities.

3. Wastes generated by grubbing of the site and all wastes generated during construction must be properly disposed of. The burning of waste is not permitted.

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

Sincerely,



GARY GILL
Deputy Director
Environmental Health Administration

c: CWB
WWB
CAB

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030442

June 4, 2003

Dr. Chiyome Fukino, M.D., Director
State of Hawaii Department of Health
P.O. Box 3378
Honolulu, Hawaii 96801

Dear Dr. Fukino:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for the State Department of Health comments on the Draft Environmental Assessment (EA) prepared for the subject project. Enclosed is a copy of the written comments, which have been numbered. We would like to provide the following responses to these comments.

1. The Army Corps of Engineers was contacted during early consultation. They responded in a letter dated August 14, 2000 (see Appendix A) that the project would not require a Department of the Army permit. Therefore, a Section 401 Water Quality Certification would also not be required.
2. The area affected by construction and landscaping is about three acres in size. As you are aware, a construction area of five acres or greater requires an NPDES permit for stormwater discharges relating to construction activities. However, since this threshold was reduced to one acre in March 2003, an NPDES permit for stormwater discharges will be required. Discharges of the other types described will not occur during and after construction. The Final EA will be revised to state that an NPDES permit on stormwater discharges during construction will be required.
3. Please see response to Comment 2.
4. Wastewater from the scenic stop will be transmitted to Princeville's wastewater system.
5. Wastewater disposal will comply with the identified rules. The Department of Health will have the opportunity to review this and other aspects of the project as we proceed to the design and construction stages.

Dr. Chiyome Fukino, M.D., Director
Page 2
June 4, 2003

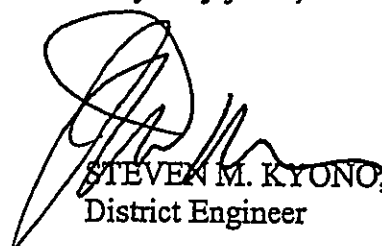
HWY-K 4.030442

6. Dust control measures will be implemented as described in Section 2.1.1 of the Draft EA.
7. Dust control measures will comply with the identified rules. All of the measures provided will be implemented.
8. As described in Section 2.1.1 of the Draft EA, solid waste will be disposed of at Department of Health approved disposal site(s). No solid waste will be burned on site.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact. The project's final environmental assessment will soon be released.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.



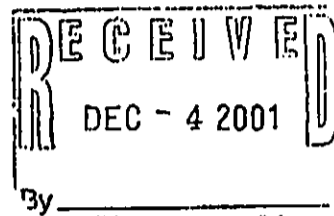
STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 LAND DIVISION
 P.O. BOX 821
 HONOLULU, HAWAII 96808

November 30, 2001

AQUACULTURE DEVELOPMENT
 PROGRAM
 AQUATIC RESOURCES
 BOATING AND UCLAN REGULATION
 CONSERVATION AND
 RESOURCES ENFORCEMENT
 CONVIYANCE
 FORESTRY AND WILDLIFE
 HISTORIC PRESERVATION
 LAND DIVISION
 STATE PARKS
 WATER RESOURCE MANAGEMENT

LD-NAV
 Ref.: FLH-056-1-45

State of Hawaii
 Department of Transportation
 Highways Division
 Steven M. Kyono, P. E.
 3060 Eiwa Street, room 205
 Lihue, Hawaii 96766



Dear Mr. Kyono:

SUBJECT: Review: Hanalei Valley/Hanalei National Wildlife Refuge Scenic
 Stop, Island of Kauai - Project No. FLH-056-1 (45)
 State of Hawaii Department of Transportation

Thank you for the opportunity to review and comment on the subject
 matter.

A copy of the informational material covering the proposed project was
 submitted to the follow Department of Land and Natural Resources' Divisions
 for their review and comment:

Forestry and Wildlife - State Parks - Land Division Planning and
 Technical Services - Kauai District Land Office

The Department of Land and Natural Resources has no comment.

Should you have any questions, please feel free to contact Nicholas A.
 Vaccaro of the Land Division Support Services Branch at 1-808-587-0438.

Very truly yours,

HARRY M. YADA
 Acting Administrator

c: Kauai District Land Office

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030444

June 4, 2003

Ms. Dede S. Mamiya, Administrator
State of Hawaii
Department of Land and Natural Resources
Land Division
P.O. Box 621
Honolulu, Hawaii 96809

Dear Ms. Mamiya:


Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your agency's review of the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact. The project's final environmental assessment will soon be released.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,


STEVEN M. KYONO, P.E.
District Engineer

RA:es

BENJAMIN J. CAYetano
GOVERNOR OF HAWAII



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

DEPUTIES
JANET E. KAWELO
LUNNEL NISHIOKA

STATE OF HAWAII

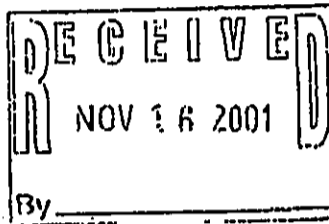
DEPARTMENT OF LAND AND NATURAL RESOURCES

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

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

November 8, 2001

Mr. Steven Kyono, P.E.
State of Hawaii
Department of Transportation
3060 Eiwa St., Room 205
Lihue, Hawaii 96766



LOG NO: 28534 ✓
DOC NO: 0111NM02

Dear Mr. Kyono:

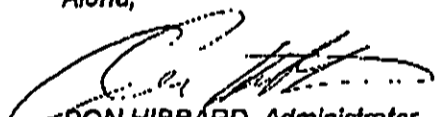
SUBJECT: *Historic Preservation Review -- DEA Hanalei Valley/Hanalei National
Wildlife Refuge Scenic Stop, Island of Kauai
Project No. FLH-056-1(46), Hanalei Ahupua'a, Halele'a District, Kaua'i
(TMK: 1-7-05: por.1)*

Thank you for sending us the above DEA for our review. We have reviewed the archaeological survey for this project. This report is acceptable. No historic sites were found. Therefore, we agree the project will not directly impact historic properties. No further archaeological field work will be needed for this project.

However, as we commented previously on this project, adverse impacts can result from inaccurate interpretation of historic sites at the visitor's center. In order to ensure that the information presented to the public is correct, given current scientific information (from archaeology, history, and oral historical sources), we would like to request that we review sign text or interpretive text.

If you have any further questions, please contact Nancy McMahon of our office at 742-7033.

Aloha,


DON HIBBARD, Administrator
State Historic Preservation Division

NM:amk

c. CSH
Dee Crowell, County of Kauai
Tom Alexander, USFWS

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030446

June 4, 2003

Dr. Holly McEldowney, Acting Administrator
State of Hawaii Department of Land and Natural Resources
Historic Preservation Division
601 Kamokila Boulevard, Room 555
Kapolei, Hawaii 96707

Dear Dr. McEldowney:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

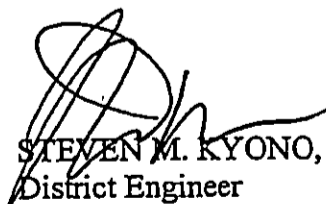
Thank you very much for your agency's comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We also thank your staff for the time and effort in helping us meet our obligations under Section 106 of the National Historic Preservation Act and Chapter 6e of the Hawaii Revised Statutes.

The U.S. Fish and Wildlife Service has informed us that they plan to coordinate with local, State and private entities to ensure that information presented to the public about historic and cultural resources is accurate.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact. The project's final environmental assessment will soon be released.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,


STEVEN M. KYONO, P.E.
District Engineer

RA:es

BENJAMIN J. CAYETANO
GOVERNOR



NOV 26 2001

GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

236 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4186
FACSIMILE (808) 586-4186

November 20, 2001

Mr. Steve Kyono, P.E., District Engineer
Department of Transportation - Highways Division, State of Hawai'i
3060 'Eiwa Street, Room 205
Lihu'e, Hawai'i 96766

Mr. Abraham Wong, Administrator
U.S. Department of Transportation, Federal Highways Administration
300 Ala Moana Boulevard, P.O. Box 50206
Honolulu, Hawai'i 96850

Mr. Clyde Shimizu
Parsons Brinckerhoff Quade & Douglas, Inc.
1001 Bishop Street, Suite 3000
Honolulu, Hawai'i 96813

Dear Messrs. Kyono, Wong and Shimizu:

The Office of Environmental Quality Control has reviewed the draft environmental assessment (DEA) entitled: "Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop, Tax Map Key Number 5-3-01, parcel 16 in the Hanalei District on the island of Kaua'i. We offer the following comments for your consideration and response.

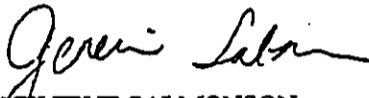
1. **CULTURAL IMPACT ASSESSMENT:** It is a requirement of State law (see, Act 50, Session Laws of Hawai'i 2000) that the impacts to cultural resources and cultural practices be assessed in an environmental assessment. While the document is replete with archaeological and historical information, information on contemporary cultural practices (i.e., gathering, cultivation, religious practices, etc.) needs to be looked at. In 1997, the Environmental Council of the State of Hawai'i issued guidance on the methodology to assess such impacts. A copy is enclosed for your use. Clearly, in meetings prior to the issuance of the DEA, Hanalei kalo farmers expressed concern on impacts related to privacy. Table 5-1 at page S8 also notes that for the build alternative, privacy of the farmers would be compromised. This is an impact which needs to be assessed. Please consult with cultural practitioners in the Hanalei area to ascertain whether direct, indirect or cumulative impacts to cultural resources or practices may occur as a result of this project. Please document your consultation in the environmental assessment.
2. **USE OF RECYCLED GLASS:** To promote the use of recycled materials in-state as found in section 103D-407, Hawai'i Revised Statutes, we ask that you consider using materials with minimum recycled glass content in the design.

Messrs. Kyono, Wong and Shimizu
State of Hawai'i Department of Transportation, Highways Division
U. S. Department of Transportation, Federal Highways Administration
Parsons Brinckerhoff Quade & Douglas
November 20, 2001
Page 2 of 2

3. **INDIGENOUS AND POLYNESIAN INTRODUCED PLANTS FOR USE IN PUBLIC LANDSCAPING:** As provided for by State law, we ask that you consider the use of native, indigenous and polynesian introduced plants in your landscaping.

If there are any questions, please call Leslie Segundo of my staff at (808) 586-4185. Thank you for the opportunity to comment.

Sincerely,



GENEVIEVE SALMONSON
Director

Enclosures

State of Hawaii
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
Guidelines for Assessing Cultural Impacts

Adopted by the Environmental Council, State of Hawaii
November 19, 1997

I. INTRODUCTION

It is the policy of the State of Hawaii under Chapter 343, HRS, to alert decision makers, through the environmental assessment process, about significant environmental effects which may result from the implementation of certain actions. An environmental assessment of cultural impacts gathers information about cultural practices and cultural features that may be affected by actions subject to Chapter 343, and promotes responsible decision making.

Articles IX and XII of the State Constitution, other state laws, and the courts of the state require government agencies to promote and preserve cultural beliefs, practices, and resources of native Hawaiians and other ethnic groups. Chapter 343 also requires environmental assessment of cultural resources, in determining the significance of a proposed project.

The Environmental Council encourages preparers of environmental assessments and environmental impact statements to analyze the impact of a proposed action on cultural practices and features associated with the project area. The Council provides the following methodology and content protocol as guidance for any assessment of a project that may significantly affect cultural resources.

II. CULTURAL IMPACT ASSESSMENT METHODOLOGY

Cultural impacts differ from other types of impacts assessed in environmental assessments or environmental impact statements. A cultural impact assessment includes information relating to the practices and beliefs of a particular cultural or ethnic group or groups.

Such information may be obtained through scoping, community meetings, ethnographic interviews and oral histories. Information provided by knowledgeable informants, including traditional cultural practitioners, can be applied to the analysis of cultural impacts in conjunction with information concerning cultural practices and features obtained through consultation and from documentary research.

In scoping the cultural portion of an environmental assessment, the geographical extent of the inquiry should, in most instances, be greater than the area over which the proposed action will take place. This is to ensure that cultural practices which may not occur within the boundaries of the project area, but which may nonetheless be affected, are included in the assessment. Thus, for example, a proposed action that may not physically alter gathering practices, but may affect access

to gathering areas would be included in the assessment. An ahupua'a is usually the appropriate geographical unit to begin an assessment of cultural impacts of a proposed action, particularly if it includes all of the types of cultural practices associated with the project area. In some cases, cultural practices are likely to extend beyond the ahupua'a and the geographical extent of the study area should take into account those cultural practices.

The historical period studied in a cultural impact assessment should commence with the initial presence in the area of the particular group whose cultural practices and features are being assessed. The types of cultural practices and beliefs subject to assessment may include subsistence, commercial, residential, agricultural, access-related, recreational, and religious and spiritual customs.

The types of cultural resources subject to assessment may include traditional cultural properties or other types of historic sites, both man made and natural, including submerged cultural resources, which support such cultural practices and beliefs.

If the subject area is in a developed urban setting, cultural impacts must still be assessed. Many incorrectly assume that the presence of urban infrastructure effectively precludes consideration of current cultural factors. For example, persons are known to gather kauna'oa, 'ilima, 'uhaloa, noni or ki on the grassy slopes and ramps of the H-1 freeway and some state highways on the neighbor islands. Certain landmarks and physical features are used by Hawaiian navigators for sailing, and the lines of sight from landmarks to the coast by fisherman to locate certain fishing spots. Blocking these features by the construction of buildings or tanks may constitute an adverse cultural impact.

The Environmental Council recommends that preparers of assessments analyzing cultural impacts adopt the following protocol:

- (1) identify and consult with individuals and organizations with expertise concerning the types of cultural resources, practices and beliefs found within the broad geographical area, e.g., district or ahupua'a;
- (2) identify and consult with individuals and organizations with knowledge of the area potentially affected by the proposed action;
- (3) receive information from or conduct ethnographic interviews and oral histories with persons having knowledge of the potentially affected area;
- (4) conduct ethnographic, historical, anthropological, sociological, and other culturally related documentary research;
- (5) identify and describe the cultural resources, practices and beliefs located within the potentially affected area; and
- (6) assess the impact of the proposed action, alternatives to the proposed action, and mitigation measures, on the cultural resources, practices and beliefs identified.

Interviews and oral histories with knowledgeable individuals may be recorded, if consent is given, and field visits by preparers accompanied by informants are encouraged. Persons interviewed

should be afforded an opportunity to review the record of the interview, and consent to publish the record should be obtained whenever possible. For example, the precise location of human burials are likely to be withheld from a cultural impact assessment, but it is important that the document identify the impact a project would have on the burials. At times an informant may provide information only on the condition that it remain in confidence. The wishes of the informant should be respected.

Primary source materials reviewed and analyzed may include, as appropriate: Mahele, land court, census and tax records, including testimonies; vital statistics records; family histories and genealogies; previously published or recorded ethnographic interviews and oral histories; community studies, old maps and photographs; and other archival documents, including correspondence, newspaper or almanac articles, and visitor journals. Secondary source materials such as historical, sociological, and anthropological texts, manuscripts, and similar materials, published and unpublished, should also be consulted. Other materials which should be examined include prior land use proposals, decisions, and rulings which pertain to the study area.

III. CULTURAL IMPACT ASSESSMENT CONTENTS

In addition to the content requirements for environmental assessments and environmental impact statements, which are set out in HAR §§§§ 11-200-10 and 16 through 18, the portion of the assessment concerning cultural impacts should address, but not necessarily be limited to, the following matters:

1. A discussion of the methods applied and results of consultation with individuals and organizations identified by the preparer as being familiar with cultural practices and features associated with the project area, including any constraints or limitations which might have affected the quality of the information obtained.
2. A description of methods adopted by the preparer to identify, locate, and select the persons interviewed, including a discussion of the level of effort undertaken.
3. Ethnographic and oral history interview procedures, including the circumstances under which the interviews were conducted, and any constraints or limitations which might have affected the quality of the information obtained.
4. Biographical information concerning the individuals and organizations consulted, their particular expertise, and their historical and genealogical relationship to the project area, as well as information concerning the persons submitting information or interviewed, their particular knowledge and cultural expertise, if any, and their historical and genealogical relationship to the project area.
5. A discussion concerning historical and cultural source materials consulted, the institutions and repositories searched, and the level of effort undertaken. This discussion should include, if appropriate, the particular perspective of the authors, any opposing views, and any other relevant constraints, limitations or biases.
6. A discussion concerning the cultural resources, practices and beliefs identified, and, for resources and practices, their location within the broad geographical area in which the

proposed action is located, as well as their direct or indirect significance or connection to the project site.

7. A discussion concerning the nature of the cultural practices and beliefs, and the significance of the cultural resources within the project area, affected directly or indirectly by the proposed project.

8. An explanation of confidential information that has been withheld from public disclosure in the assessment.

9. A discussion concerning any conflicting information in regard to identified cultural resources, practices and beliefs.

10. An analysis of the potential effect of any proposed physical alteration on cultural resources, practices or beliefs; the potential of the proposed action to isolate cultural resources, practices or beliefs from their setting; and the potential of the proposed action to introduce elements which may alter the setting in which cultural practices take place.

11. A bibliography of references, and attached records of interviews which were allowed to be disclosed.

The inclusion of this information will help make environmental assessments and environmental impact statements complete and meet the requirements of Chapter 343, HRS. If you have any questions, please call 586-4185.

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030443

June 4, 2003

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

Dear Ms. Salmonson:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments. We would like to provide the following responses to these comments by number provided in your letter.

1. We are aware of Act 50 and how it amended Chapter 343 of the Hawaii Revised Statutes. We are also aware that cultural resources and practices involve more than just historical properties. Discussion of cultural resources and practices in the project area, other than historic properties, was provided in Section 2.3.2 of the Draft EA. The impact to the two farming residences was assessed, and impacts will be mitigated as described in Section 2.3.2 of the Draft EA.
2. The use of recycled glass will be considered for use on certain elements of the project, such as the parking lot and driveway.
3. The initial landscaping will likely retain much of the existing vegetation along the bluff in order to mitigate the visual impacts of the project. The U.S. Fish and Wildlife Service who will be providing additional landscaping on an ongoing basis has indicated to us that they plan to use native plantings that will not attract nene, similar to their practices at the Kilauea Point National Wildlife Refuge.

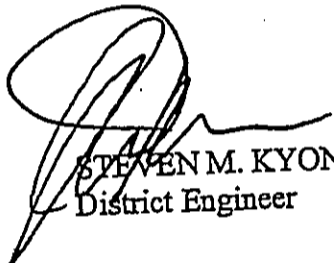
HWY-K 4.030443

Ms. Genevieve Salmonson, Director
Page 2
June 4, 2003

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact. The project's final environmental assessment will soon be released.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



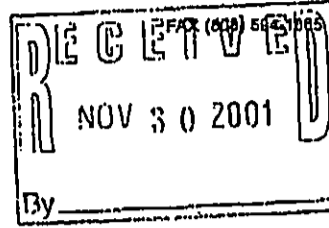
STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

PHONE (808) 594-1888



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPOLANI BOULEVARD, SUITE 600
HONOLULU, HAWAII 96813



November 16, 2001

IIRD01/297B

Mr. Steven M. Kyono, P.E.
District Engineer
State of Hawaii
Department of Transportation
Highways Division
Kauai District
3060 Eiwa Street, Room 205
Lihue, HI 96766

Dear Mr. Kyono:

Subject: [(Project No. FH-056-1(45)) Hanalei Valley/Hanalei National Wildlife Refuge
Scenic Stop, Island of Kauai – Draft Environmental Assessment

This letter is provided as a response to the materials of October 19, 2001, requesting review and comments relating to the above Draft Environment Assessment. OHA has the following comments to offer relating to the contents of the DEA.

1 | OHA renews a portion its comments of August 15, 2000, which had indicated the necessity for the completion and inclusion of a cultural impact assessment as part of the DEA. As there is no evidence of the completion of a cultural impact assessment in the DEA, OHA recommends that such be completed (if it has not) and be documented in future drafts of any environmental assessment of this project. We note that an archaeological inventory survey has been completed for the DEA. However, such a survey is not substitutable or equivalent to the required cultural impact assessment as required and contemplated by HRS 343.

2 | If the site is intended to be used as a scenic stop for tourists, OHA believes that it is not optional for culturally appropriate history and informational materials to be presented. Culturally appropriate history and informational materials, which capture Native Hawaiian as well as other uses of the area, are essential to the presentation of the site, if the proposed use is truly intended to be enriching and educational.

In this regard, we urge you to consult further with regard to the presentation or provision of archaeological and historic interpretive materials relating to the cultural and human history of Hanalei Valley. In addition to consultation with the State Historic Preservation Division and OHA we recommend that the NPS continue its efforts to identify and contact knowledgeable individuals and organizations that may be able to assist you in the development of the interpretive materials and also in fulfilling your NHPA Section 106 historic preservation responsibilities and obligations. OHA suggests contact of the following individuals and organizations:

- Local Hawaiian civic clubs
- Local chapters of the royal societies
- Kauai Island Burial Council
- Individuals on any island with residency or usage nexus to the project area

Our Kauai community resource coordinator may be of additional assistance in identifying local contacts and sources of information relevant to your proposed cultural impact mitigation for your project and we recommend her to you for further inquiry and referral.

Kauai CRC

La France Kupuka-Arboleda
3-3100 Kuhio Hwy., Suite C4
Lihue, HI 96766
Phone: (808) 241-3390
Fax: (808) 241-3508

Thank you for the opportunity to review and comment on the DEA for the proposed project. If you have any questions, please contact Wayne Kawamura, Policy Analyst at 594-1966, or email him at: waynek@oha.org.

Sincerely,



Colin Kippen, Jr.
Deputy Administrator

cc: BOT
ADM
Kauai CRC

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030445

June 4, 2003

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

Dear Mr. Kippen:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. Discussion of cultural resources in the study area was provided in Sections 2.3.2 and 2.3.5 of the Draft EA. We are aware that cultural resources and practices involve more than just archaeological or historical resources or sites.
2. Thank you for your support. We agree that presentation of culturally appropriate historic information would enrich the presentation of Hanalei Valley and National Wildlife Refuge. At such time as these types of interpretive information materials are developed for the visitor center, the U.S. Fish and Wildlife Service (Service) has informed us that they will coordinate this information with the State Historic Preservation Division as well as other historic preservation and Native Hawaiian organizations, including the Office of Hawaiian Affairs (OHA).

Thank you for your suggestions on others who should also be consulted. We provided Ms. Kapaka-Arboleda, OHA Kauai Community Resource Coordinator, with an opportunity to provide additional OHA comments. Her name and the others provided have been forwarded to the Service.

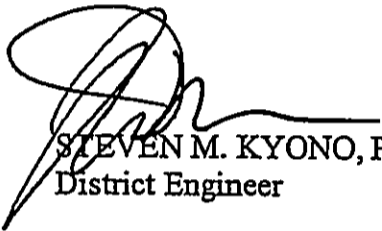
Mr. Collin Kippen, Jr.
Page 2
June 4, 2003

HWY-K 4.030445

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact. The project's final environmental assessment will soon be released.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

MARYANNE W. KUSAKA
MAYOR

WALLACE G. REZENTES, SR.
ADMINISTRATIVE ASSISTANT



CESAR C. PORTUGAL
COUNTY ENGINEER
TELEPHONE 241-8800

IAN K. COSTA
DEPUTY COUNTY ENGINEER
TELEPHONE 241-8840

AN EQUAL OPPORTUNITY EMPLOYER
COUNTY OF KAUAI
DEPARTMENT OF PUBLIC WORKS
4441 RICE STREET
MO'IKEHA BUILDING, SUITE 275
LIHU'E, KAUAI, HAWAII 96786

October 30, 2001

State of Hawaii
Department of Transportation
Highways Division
Kauai District
3060 Eiwa Street
Lihue, Hawaii 96766

Attention: Mr. Steven Kyono

Gentlemen:

SUBJECT: HANAIEI VALLEY/HANAIEI NATIONAL WILDLIFE
REFUGE SCENIC STOP, DRAFT ENVIRONMENTAL
ASSESSMENT PW10.182

We reviewed the subject draft environmental assessment and we offer the following comments:

A. Draft Environmental Assessment

1. We are exempting the proposed grading, grubbing and stockpiling permits for the proposed new scenic stop since the work will be within a self contained government controlled area. Although we are exempting the State Department of Transportation from obtaining grading, grubbing and stockpiling permits, we expect the State Department of Transportation to monitor the grading activities and provide and implement best management practices to minimize erosion and dust problems.
2. The grubbed materials need to be disposed of at an appropriate solid waste disposal site.
3. We believe building permits are required for the shed, office/visitor center, restrooms and open pavilions.

RECEIVED
OCT 31 5 19

RECEIVED
OCT 31 2001

Department of Transportation
Highways Division, Kauai District
October 30, 2001
Page (2)

Thank you for this opportunity to provide our comments. Should you have any questions please feel free to contact Wallace Kudo of my staff at 241-6620.

Very truly yours,


CESAR C. PORTUGAL
County Engineer

wk

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030452

June 4, 2003

Ms. Wynne Ushigome, Deputy County Engineer
County of Kauai Department of Public Works
Mo'ikeha Building, Suite 275
4444 Rice Street
Lihue, Hawaii 96766

Dear Ms. Ushigome:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your agency's comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of the written comments. We would like to provide the following responses to these comments by number indicated in the letter.

1. Thank you. Section 2.5 will be revised in the Final EA to indicate this exemption. We will monitor grading activities and include best management practices (BMPs). Despite the exemption for a grading, grubbing and stockpiling permit, we will request the Department of Public Works to provide an independent review of our BMP plan.
2. Only State Department of Health permitted disposal sites would be used to dispose of grubbed materials, if needed.
3. Section 2.5 will be revised in the Final EA to state that a building permit will be needed for the visitor center, maintenance shed and other buildings.

Ms. Wynne Ushigome, Deputy County Engineer
Page 2
June 4, 2003

HWY-K 4.030452

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact. The project's final environmental assessment will soon be released.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

DEPARTMENT OF WATER

County of Kauai

"Water has no Substitute - Conserve It!"

November 1, 2001

Mr. Steven M. Kyono, P.E.
State of Hawaii DOT
Highways Division
3060 Eiwa Street, Room 205
Lihue, HI 96766

NOV 1 4 2 19

RECEIVED
NOV 1 2001

Dear Mr. Kyono:

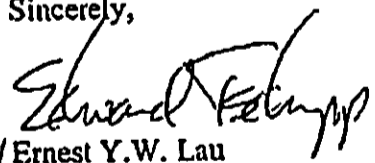
Subject: Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop, Island of Kauai, Project No. FLH-056-1 (45), Draft Environmental Assessment.

The Department of Water does not have a domestic water system serving this area. Princeville's private water system serves this area. Prior to the Department of Water recommending building permit approval for the proposed scenic stop facilities, the owner will be required to:

1. Enter into and Execute a "Waiver and Release Agreement" with the Department of Water acknowledging that domestic water service is not available from the Department of Water, County of Kauai.

If you have any questions, please contact Mr. Edward Doi of my staff at 245-5417.

Sincerely,


for Ernest Y.W. Lau
Manager and Chief Engineer

U:\na
U:\na\doc\erpl\erpl\U1-171-Kyono-DPA-HanaleiScenicStop

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030449

June 4, 2003

Mr. Edward Tschupp, Manager and Chief Engineer
County of Kauai Department of Water
4398 Pua Loke Street
Lihue, Hawaii 96766-5706

Dear Mr. Tschupp:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your agency's comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of the written comments. We would like to provide the following response.

1. This comment will be forwarded to the U.S. Fish and Wildlife Service who will be the future owner the project site and operator of the scenic stop. Infrastructure requirements of the facility have been coordinated with Princeville Corporation.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact. The project's final environmental assessment will soon be released.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,


STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

COUNTY OF KAUAI
PLANNING DEPARTMENT
4444 RICE STREET, SUITE 473
LIHUE, KAUAI, HAWAII 96766

NOV - 8 2001

MEMORANDUM

DATE: November 2, 2001
TO: Steven Kyono, State Department of Transportation
FROM: Kauai Historic Preservation Review Commission
SUBJECT: Environmental Assessment for Proposed Hanalei Valley Scenic Stop

This is to inform you that the Kauai Historic Preservation Review Commission (KHPRC) met on November 1, 2001 to review the draft environmental assessment (EA) to construct a scenic stop overlooking Hanalei Valley. It is the KHPRC's understanding that the issues raised in its preliminary comments dated October 10, 2000 have been addressed in the EA and subsequent discussions.

The KHRC unanimously voted to concur with the State Historic Preservation Division's September 11, 2001 recommendations and offered the following supplemental considerations:

- 1 | The Sanborn Estate and Pooku Heiau should be included in the interpretative displays regarding the surrounding historical resources and background of the region,
- 2 | That additional public informational meetings be held both in Hanalei and Princeville,
- 3 | That a barrier (rock wall, landscaping or other means or combination thereof) be considered to control vehicular and pedestrian traffic within the project area,
- 4 | That any income derived be allocated for the upkeep of the project,
- 5 | While the Pooku Heiau is outside the project limits, it should be noted for future consideration that historical access to the heiau for cultural purposes appears to have emanated from the proposed parking lot area

Thank you (and your consultants) for attending the meeting and providing an informative project explanation as well as answering questions by the Commission.

Cc: Department of Land & Nat. Resources-Historic Preservation Division
Clyde Shimizu, Parsons Brinckerhoff Quade & Douglas, Inc. ✓

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030450

June 4, 2003

Mr. Rick Tsuchiya
Kauai Historic Preservation Review Commission
County of Kauai
4444 Rice Street, Suite 473
Lihue, Hawaii 96766

Dear Mr. Tsuchiya:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. This comment will be forwarded to the U.S. Fish and Wildlife Service (Service) for consideration when they plan interpretive displays of the visitor center.
2. Following completion of the project's Draft EA, a public information meeting was held in Princeville. The purpose of the meeting was to provide the opportunity for those who had questions about the project to interact with staff from the Department of Transportation, Federal Highway Administration, the Service and Consultant. We did not think holding the public meeting in Princeville was a hardship for Hanalei residents. In addition, because we held an "open house" meeting, participants may have attended at any time within the two hours of the meeting. Prior to the completion of the Draft EA, two public informational meetings were held in Hanalei Town.
3. We will consider several options to prevent visitors from venturing beyond the boundaries of the scenic stop, among these may include landscaping and/or fencing if necessary. Access to the heiau will still be available from Kapaka Road.

Mr. Rich Tsuchiya
Page 2
June 4, 2003

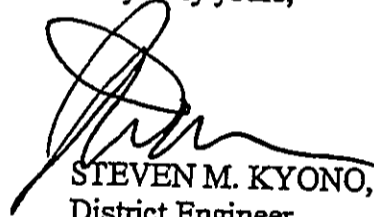
HWY-K 4.030450

4. Proceeds from bookshop would be used for upkeep and maintenance of the scenic stop.
5. The Final EA will state that historical access to Pooku Heiau may have passed through the project site. However, there is no evidence that such a trail is in existence.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact. The project's final environmental assessment will soon be released.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

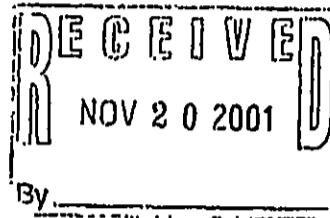


KAUAI CIVIL DEFENSE AGENCY
COUNTY OF KAUAI
 4396 Rice Street, Room 107
 Lihue, HI 96766



Bus: (808) 241-8338
 FAX: (808) 241-6335
 E-Mail: emops@kcda.state.hi.us

November 16, 2001



Steven M. Kyono, District Engineer
 Department of Transportation, Highways Division
 3060 Eiwa Street, Room 205
 Lihue, HI 96766

This letter is in support of the "Hanalei Valley/ Hanalei National Wildlife Refuge Scenic Stop"
 as proposed by your Department.

1 | In the event of an emergency, the scenic stop would provide an important staging area to conduct operations. During a flooding event that closes the road into Hanalei town, people can wait at the scenic area that will have restrooms and the 50-60 stall parking area. We would be able to control the flow of traffic into and out of the area and allow for turning around traffic headed into Hanalei.

We are looking forward to the completion of this project from a public safety view. If you have any questions, please call me at 241-6336.

Sincerely,

Mark Marshall
 Mark Marshall, CD Administrator

MM:koa

LINDA LINGLE
GOVERNOR



RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

IN REPLY REFER TO:

HWY-K 4.030448

June 4, 2003

Mr. Mark Marshall, Administrator
County of Kauai
Kauai Civil Defense Agency
4396 Rice Street
Lihue, Hawaii 96766

Dear Mr. Marshall:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

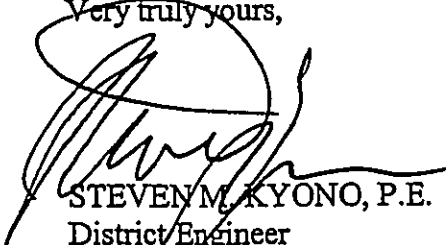
Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments. We would like to provide the following response.

1. We will inform the U.S. Fish and Wildlife Service (Service), the future owner of the property, that you would like to use the future scenic stop facility in the event flooding closes Kuhio Highway into Hanalei Town. The Service stands ready to cooperate with civil defense plans.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact. The project's final environmental assessment will soon be released.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,


STEVEN M. KYONO, P.E.
District Engineer

RA:cs
Encl.

3-48



POLICE DEPARTMENT COUNTY OF KAUAI

3060 UMI STREET
LIHUE, HAWAII 96766
TELEPHONE (808) 241-6711
FAX (808) 241-6774



ADDRESS ALL
COMMUNICATIONS TO
GEORGE PRITAS
Chief of Police

AN EQUAL OPPORTUNITY EMPLOYER
OUR REPUTATION

YOUR REFERENCE

October 26, 2001

Mr. Steven M. Kyono, P.E.
District Engineer
State Dept. of Transportation
3060 Eiwa Street, Rm 205
Lihue, HI 96766

RE: Hanalei Valley/Hanalei National Wildlife Refuge, Scenic Stop,
Project No. FLH-056-1 (45), Draft Environmental Assessment.

Dear Mr. Kyono:

These are the concerns submitted by Lieutenant Paul Kanoho, District Commander of the Hanalei Substation for the above-named project:

1. To avoid traffic impediment on Kuhio Highway, the need for designated turn/access lanes in and out of the parking area is vital.
2. Lookout sites should be in clear/unobstructed visual range of the parking lot and visitor center.
3. Center facilities should be locked and secured at night.
4. Adequate lighting in the area at night.
5. Allow visitor center attendants to distribute crime prevention and water safety leaflets with information about safeguarding valuables, high surf advisories, etc.

Should you have any questions, please feel free to contact Lieutenant Paul Kanoho at 826-6214.

Sincerely,

WILFRED M. IHU
Acting Chief of Police

2001 OCT 26 P 1:47

RECEIVED
POLICE
COUNTY OF KAUAI

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030451

June 4, 2003

Chief George Freitas
Police Department
County of Kauai
3060 Umi Street
Lihue, Hawaii 96766

Dear Chief Freitas:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for the Police Department comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of the written comments. We would like to provide the following responses to these comments by number provided in your letter.

1. The scenic stop intersection on Kuhio Highway will include left-turn storage lanes for vehicles entering and exiting the scenic stop.
2. We understand the Police Department's security concerns regarding this comment. We will work with the Police Department during final design of the scenic stop on security measures. For your information, there are other design criteria we need to consider, including the need to minimize the visual impacts of the project.
3. The scenic stop will be closed at night and secured by a locked gate at the entrance.
4. The scenic stop buildings will include outdoor lighting for security purposes.

Chief George Freitas
Page 2
June 4, 2003

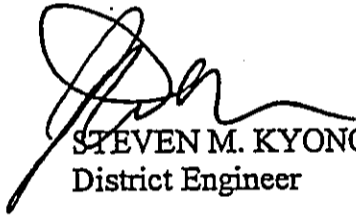
HWY-K 4.030451

5. We have received suggestions to include ocean and other safety information. The U.S. Fish and Wildlife Service has indicated a willingness to work with the visitor industry and ocean safety organizations to provide additional information to tourists visiting the North Shore. However, the primary use of the visitor center will be to provide interpretive materials about the natural and cultural history of the Refuge and Hanalei Valley.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact. The project's final environmental assessment will soon be released.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.



NOV 26 2001

HOUSE OF REPRESENTATIVES

STATE OF HAWAII
STATE CAPITOL
HONOLULU, HAWAII 96813

November 23, 2001

Mr. Steven M. Kyono, P.E., District Engineer
Highways Division, Kauai District
State of Hawaii, Department of Transportation
3060 Eiwa Street, Room 205
Lihue, Kauai, Hawaii 96766

Ref: Comments on Draft Environmental Assessment
Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop

1 I have reviewed the Draft Environmental Assessment (DEA) of a proposal to develop a
new "scenic stop" overlooking Hanalei Valley and the Hanalei National Wildlife Refuge on the
island of Kauai. The DEA does not fully disclose the extent of the project and ignores secondary
and cumulative impacts within the Hanalei National Wildlife Refuge. Therefore, I disagree with
the preliminary Finding of No Significant Impact.

2 The 1997 passage of the National Wildlife Refuge System Improvement Act requires
refuge planners to involve the public in developing comprehensive conservation plans that will
guide refuge management for 15 years. Such a plan has not been developed for the Hanalei
3 National Wildlife Refuge (HNWR). The segmentation of this proposal from a larger refuge
management plan will affect the system-wide mission statement that focuses on putting wildlife
before visitors.

4 Simply put, there is no discussion on how the "scenic stop" may affect visitor traffic onto
the HNWR and if such activity is compatible with the existing operations of the HNWR. There
is no assurance that the stated mission of the U.S. Fish & Wildlife Service, "to administer a
5 national network of lands and waters for the conservation, management, and where appropriate,
restoration of the fish, wildlife, and plant resources and their habitats within the United States for
the benefit of present and future generations" will be complied with.

6 The DEA alludes that operations and maintenance of the proposed project will be funded
through a retail outlet operated within the visitor center. However, how and who operates the
retail outlet and anticipated revenues required to operate and maintain the project are not fully
discussed within the context of the DEA. Should this issue remain "cloudy" it remains uncertain
how the visitor center will not impact the overall operations of HNWR.

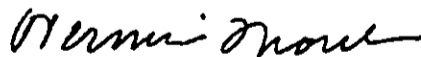
Several other concerns that I have with regard to the DEA are:

- 7 • The building of an intersection within one-half mile of two other intersections (main Princeville entrance intersection and Kapaka Street intersection). One of the alternatives for a scenic overlook should be across the Princeville entrance incorporating the existing intersection.
- 8 • Lack of discussion of alternative sites for the visitor center nor does it address other planning efforts that may already include visitor/interpretive centers on Kauai's northshore.

9 With the inclusion of a visitor-cultural center, restrooms, a book and gift shop, parking for 60 plus vehicles and an open pavilion, this proposal is not a merely a "scenic stop" but commercialization of a historic landscape and vista that is very much the heritage of Hanalei. While Princeville may want "the future owner to maintain a high quality, pleasant-looking facility", the future owner of the facility, the U.S. Fish & Wildlife Service, does not have a comprehensive conservation plan, developed with public participation and consistent with the National Wildlife Refuge System Improvement Act of 1997. Without such a comprehensive conservation plan, the proposed visitor-cultural center is not discussed in the overall context of the operations of HNWR and induce the concern of additional visitor activities may threaten what the Hanalei National Wildlife Refuge was created to protect.

10 Thank you for the opportunity to comment on this proposal.

Sincerely,



Hermina M. Morita
State Representative, District 12
Chair, Committee on Energy & Environmental
Protection

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030447

June 4, 2003

The Honorable Hermina M. Morita
State Representative, District 12
State of Hawaii House of Representatives
State Capitol
Honolulu, Hawaii 96813

The Honorable Morita:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. We believe that the Draft EA provided a good faith effort to disclose the potential environmental impacts of the project for the reviewing public, and to support our anticipated Finding of No Significant Impact (FONSI). Please see our responses below regarding secondary or cumulative impact issues you have raised. We have thoroughly reviewed all comments on the Draft EA and have not found any new information that would lead us to determine that the project would cause a "significant effect", as defined in Section 343-2 of the Hawaii Revised Statutes.
2. The U.S. Fish and Wildlife Service (Service) has scheduled to begin preparing the Refuge Comprehensive Conservation Plan (CCP) in 2007. An approved CCP is not required for the Service to participate in the proposed project, and there is no compelling reason to delay the scenic stop project based on the timing of the Refuge CCP. The Final EA will sufficiently describe the project and potential impacts so that the Service is able to analyze the project's compatibility with the Refuge.

3. We have not segmented the proposed project. What was described in the Draft EA is a complete project, and development of the proposed scenic stop is not connected with nor does it commit the Service to implement other actions on the Refuge, which may or may not be identified in the upcoming CCP.
4. The Service does not anticipate that tourists visiting the proposed scenic stop would be enticed to use Ohiki Road and trespass onto the Refuge. Visitors to the scenic stop will be provided with information about the Refuge, and the availability of official guided tours. In addition, Ohiki Road is less visible from the proposed overlooks than from the existing overlook.
5. Please see response to Comment 2. Accepting the ownership and management of the scenic stop will not affect the Service's ability to manage the Hanalei NWR. The scenic stop will be managed as a self-funding operation.
6. Section 1.3.2 of the Draft EA states that the Service plans to rely on a non-profit organization or other cooperator to provide operational services, such as operating the visitor center including the bookstore, and maintaining the grounds. The Service has estimated that the scenic stop would attract approximately 1000 to 1100 visitors a day, and that an average of \$2 per visitor would be spent at the bookstore. The Service believes that revenues generated by the bookstore would be sufficient to operate the scenic stop. If revenues were insufficient, the Service would seek funding from other sources. Please see response to Comment 5 regarding impacts to the operation of the Hanalei NWR.
7. The suggested alternative was considered early in the planning process, but we did not indicate it in the Draft EA because it is half the size of either Schemes 1 or 2, and therefore, would not address project objectives. The Final EA will be revised to identify the alternative as one that was considered but rejected.
8. We are not planning a regional visitor center, which is identified in the current General Plan. The purpose of the project is to develop an improved scenic stop that will also provide new opportunities for visitors to learn about the unique natural and cultural heritage of Hanalei Valley, Kauai and Hawaii.

The Honorable Hermina M. Morita
Page 3
June 4, 2003

HWY-K 4.030447

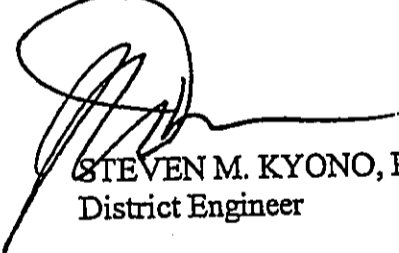
9. The proposed scenic stop project, which includes a visitor information center, will not be a commercial venture, it will be a public facility. The bookstore will be enclosed within the visitor center, similar to the Kilauea Point National Wildlife Refuge's visitor center. The project site is not historic, but Hanalei Valley is an historic and cultural resource. Therefore, we will design the scenic stop so that it will not adversely affect the valley landscape. The value of the proposed scenic stop as a means to expand public education is substantially enhanced by the continued maintenance of scenic, environmental, historic and cultural characteristics of the valley.

10. Please see respond to Comment 2.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact. The project's final environmental assessment will soon be released.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

NOV 26 2001

November 22, 2001

4981 Kapaka Road
Princeville, HI 96722

Mr. Steve Kyono, District Engineer
State of Hawaii, Department of Transportation
Highways Division, Kauai
3060 Eiwa Street, Room 205
Lihue, HI 96766

Dear Mr. Kyono,

I would like to offer the following comments on the Draft Environmental Assessment for the proposed Hanalei Valley scenic stop/visitor-cultural center.

1 | The EA as presented is seriously flawed by omissions, misinformation, incompleteness, and failure to seriously consider the over-whelming public opposition to the project as planned. Because of the numerous inadequacies, especially of secondary effects, I believe that this EA must be rejected and that a complete Environmental Impact Statement is required.

2 | Where there was public support for the alternative plans for a scenic stop, there is none for your proposed visitor-cultural center (VCC). That type of commercial development should be kept to areas already zoned Commercial and no attempt should be made to place it in areas zoned Conservation. A VCC would more appropriately be placed with the technology center proposed by Princeville Corp. for the Princeville airport area. A similar center is already operating in Waimea and serves as a model of how this could be built and funded without further commercial development within a rural area.

3 | As president of the Princeville Agricultural Community, I am upset that the EA did not consider that the proposed VCC would be visible from my neighbors' homes and that the security lights would be especially obnoxious. The view-plane poster presented at the public meetings and in the exhibit in the EA did not include the fact that people who paid dearly for the outstanding rural view would now be looking at buses, cars, crowds and lights. The EA also failed to adequately address that fact that the VCC would also be seen from Hanalei Town. It would be a visual intrusion worse than the streetlights in front of the entrance to Princeville. A complete view plane study must be completed.

4 | As a professional ecologist, I cannot comprehend how you could present an EA for a conservation-zoned area adjacent to a National Wildlife Refuge that does not contain a Faunal Survey! You tried to hide this omission under the Flora Survey. A complete Faunal Survey must be done. It will show that the endangered bat is in residence and that the area might be considered a critical habitat for that species. A survey will also show

that the rare Hawaiian owl, Pueo, is in residence. Until a competent and impartial surveyor does a survey, this EA must be rejected.

4 The EA does not adequately address the fact that the proposed parking area will attract the endangered Hawaiian goose, Nene, which frequents the neighborhood. This will surely lead to birds being killed by motorists, as has happened at the Kilauea Point National Wildlife Refuge parking lot. Isn't a Section 7 incidental take permit required?

The EA does not adequately address the fact that Hanalei Valley is a major flyway for the threatened Newell's Shearwater. Just as the streetlights in front of Princeville have been shown to attract and cause the death of these birds, any proposed lighting at the valley rim can be deadly. This species has shown precipitous declines in its population over recent years and nothing should be done to further endanger it.

5 The EA does not adequately address the fate of polluted run-off from the parking areas. To say that it will go into the highway storm drain system is not enough. Water from the highway does directly to Anini Beach and then to the coral reefs. Water flowing south goes directly into the Hanalei River. This is not the proper place for this large a facility.

6 The EA should be rejected because it does not present an adequate or accurate assessment of the traffic problem it is supposed to eliminate. First, I believe that the projected visitor count is inflated. The EA ignored a study done by the community at the existing scenic stop. That is inexcusable; the study must be included in the EA/EIS. Second, to say that one must back into the highway in order to exit the current lookout is wrong. I can do it in my pickup; tourists can do it in their cars. Third, the police collision data is misrepresented. The three accidents that occurred in that stretch of highway all occurred at the entrance to Princeville shopping center, NOT at the lookout. DOT should be addressing the dangerous entrance to the Center rather than the relatively safe use of the scenic stop. Finally the EA proposes to modify the current scenic stop to make it safe. If that is all that is required, then do it but don't destroy our Conservation area with another parking lot!

10 The EA should be rejected because there is no marketing study to prove that income from the VCC would be sufficient to maintain the facility. The commercial operation would be in direct competition from merchants in Princeville Shopping Center, Hanalei, and at Kilauea Point National Wildlife Refuge. I seriously doubt that the proposed store would have enough profits to maintain the facility, based on the net profits of the KPNWR gift shop as presented at their annual meeting. Who then would maintain the facility? Volunteers? The EA says that they cannot be counted on. Princeville Corp? Would the VCC have to start charging admission fees or "donations" for seeing what we can see better at the existing scenic stop? This is ridiculous. A professional market survey is required. If the VCC were included in the Technology Center proposed for the Princeville airport, then its operation would be independent of sales. A much better idea.

11 The EA should be rejected because the archeological survey was inadequate. Princeville Corp. cleared portions of *Po'oku Heiau* for a tour as part of the 10th annual Hawaiian

11 | Archaeology Conference (April 11, 1997). This clearing exposed extensive rock terracing along the western exposure of the *heiau*, the side that would be exposed to the VCC. No map has been made within this site. Government archaeologists must do additional mapping and review of this portion of the proposal.

12 | The EA should be rejected for it failed to provide a cultural impact survey.

13 | This EA should be rejected because it is not part of any master plan of the Hanalei National Wildlife Refuge. Federal law requires that the U.S. Fish and Wildlife Service complete a Comprehensive Conservation Plan for each of its refuges, yet they have not done so. This VCC project is a major modification of the Hanalei N.W. Refuge and should not be permitted until a CCP is approved. This should be considered a segmenting the overall project, which is not permitted in the EA/EIS process.

14 | This EA should be rejected for it is only a small segment of a larger project of Princeville Corp. for the Conservation lands. Figure 2-3 details their plans for additional centers, hiking trails and horse trails. In the text they also mention camping facilities. An EIS that includes all aspects of this project, not just the VCC must be submitted. You cannot get approval for one piece at a time.

15 | Finally, this EA should be rejected because it does not adequately present the opposition to this project expressed by the North Shore community. There is no meaningful study of the alternatives, which were supported by the community. With no strong justification of the VCC for traffic safety reasons, with no strong assurances that the VCC will be self-supporting, and with no community support, why not chose an alternative?

Sincerely,


Carl J. Berg, Jr.

Cc: George Kalisik, Kauai Planning Dept.
✓ Parsons Brinckerhoff
O.E.Q.C.
Hanalei Roads Committee
U.S. Dept. Transportation

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030458

June 4, 2003

Mr. Carl J. Berg, Jr.
4981 Kapaka Road
Princeville, Hawaii 96722

Dear Mr. Berg:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. After thorough review of all the comments on the Draft EA, including the comments you have thoughtfully provided, we have not received any new information that would change our finding that an EA process remains the appropriate form of environmental documentation for this project under Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act. We respectfully disagree with your position that an EIS is the appropriate environmental review document.
2. The proposed scenic stop project will not be a commercial venture, it will be a public facility. The bookstore will be enclosed within the visitor center, similar to the Kilauea Point National Wildlife Refuge (NWR) visitor center. We do not favor placing the visitor center over two miles from the overlooks. The proposed visitor center will not be the same type of facility as the one in Waimea.

Mr. Carl J. Berg, Jr.
Page 2
June 4, 2003

HWY-K 4.030458

3. Section 2.3.6 of the Draft EA described the potential visual impacts of the project from the valley floor, such as Hanalei Town. This section did not include discussion of visual impacts from the Princeville Ag Subdivision. This will be included in Section 2.3.6 of the Final EA. For your information, Pooku Heiau and vegetation blocks the view of the project site from much of the subdivision. At locations where the project site is visible, the Princeville Shopping Center and other buildings are also visible. The security lighting will be only located on the buildings, and would be substantially less intense than the Kuhio Highway street lights. We agree that scenic views from the valley floor should be protected. Please see Section 2.3.6.3 of the Draft EA for further details on how we plan to proceed to protect these views.
4. We inadvertently failed to disclose sufficiently in the Draft EA that U.S. Fish and Wildlife Service (Service) biologists visited the project site early in project planning and did not find evidence of native, threatened or endangered fauna. However, in response to your comment, as well as other similar comments, Service biologists undertook another site visit. In addition, supplemental Intra-Service Section 7 consultation pursuant to the federal Endangered Species Act (ESA) was conducted to augment the Section 7 consultation initiated by the Federal Highway Administration.

The Section 7 consultations included four species of Hawaiian waterbirds, the Hawaiian hoary bat, nene, Newell's shearwater and Hawaiian dark-rumped petrel. Please see Section 2.2.3 of the Draft EA for further details.

The Hawaiian owl, or pueo, is not listed as a federal trust species under ESA. It is listed as a State of Hawaii threatened or endangered species on Oahu, but not for Kauai. The Department of Land and Natural Resources, Division of Forestry and Wildlife, was contacted during project scoping (see Appendix A of the Draft EA) and was consulted regarding this comment and they had no concerns. This species was not observed during the Service site visits.

5. As described in Section 2.2.2 of the Draft EA, stormwater from the parking lot would be designed to flow towards Kuhio Highway. Stormwater on Kuhio Highway in the vicinity of the project site is channeled to a pond in Princeville Golf Course, which serves as a retention basin.

6. The purpose of the project is not to replace the existing overlook. Therefore, we did not count the number of visitors at the existing overlook. We were not aware that the Limu Coalition wanted us to include their traffic survey in the EA. We have apologized to the Limu Coalition in our response to their comments for this misunderstanding. Since the survey results were included as an attachment with their comment letter, it will appear in the Final EA and be part of the official record of the environmental review. We will not comment on the validity of the survey results. However, even if the results were valid, they are of limited value to the project because the existing stop is not comparable in many respects to the proposed scenic stop, which includes a parking lot, visitor information center and restrooms.
7. Vehicles have been observed backing out of the existing overlook onto Kuhio Highway. The Final EA will be revised to state that not all cars back up onto Kuhio Highway.
8. The traffic incident information reported in Section 2.3.4 of the Draft EA was obtained from our Traffic Branch. The existing overlook is located at Mile Post (MP) 0.11 of Route 560. The entrance to the Princeville Shopping near Foodland is located at MP 0.05 of Route 560. The traffic data noted the incidents at MP 0.1, which led us to the conclusion that they occurred at the overlook area. Since there may be a discrepancy with these results, the incident information in Section 2.3.4 will be deleted in the Final EA.
9. Please see response to Comment 6. We feel that improvements described in Section 1.4 of the Draft EA would improve the safety of the existing overlook, which would be implemented regardless of whether or not the proposed scenic stop project proceeds. However, improving the safety of the existing overlook is not the purpose of this project.
10. The Service has estimated that the scenic stop would attract approximately 1000 to 1100 visitors a day, and that an average of \$2 per visitor would be spent at the bookstore. The Service believes that revenues generated by the bookstore would be sufficient to operate the scenic stop. If revenues were found to be insufficient, the Service would seek funding from other sources. No admission fees are planned.

Mr. Carl J. Berg, Jr.
Page 4
June 4, 2003

The economic activity of the bookstore would represent a small portion of the retail market on Kauai. All items sold at the bookstore would be related to the Hanalei NWR and local and natural history of Hawaii. It is not the intention of the Service to be in direct competition with retail outlets that cater to visitors.

The proposed scenic stop bookstore would not have an adverse effect on sales at the Kilauea Point NWR visitor center shop because the two facilities would be administered separately. Service revenue projections described above are conservative because most visitors are expected to visit the Kilauea Point NWR bookstore first.

11. The State Historic Preservation Division found the archaeological inventory survey report prepared for the project as acceptable in evaluating the presence of historic properties in the study area. See Appendix B of the Draft EA for the correspondence with the State Historic Preservation Division. Potential impacts to Pooku Heiau were described in 2.3.5 of the Draft EA. In addition, the State Historic Preservation Division concurred with the Federal Highway Administration's determination that the project will have "no adverse effect" on the heiau in accordance with the National Historic Preservation Act. Further information will be provided in the Final EA.
12. Sections 2.3.2 and 2.3.5 of the Draft EA include discussion of cultural resources in the study area.
13. The Service has scheduled to begin preparing the Refuge Comprehensive Conservation Plan (CCP) in 2007. An approved CCP is not required for the Service to participate in the proposed project, and there is no compelling reason to delay the scenic stop project based on the timing of the Refuge CCP. The Final EA will sufficiently describe the project and potential impacts so that the Service is able to analyze the project's compatibility with the Refuge.

We have not segmented the proposed project. What was described in the Draft EA is a complete project, and development of the proposed scenic stop is not connected with nor does it commit the Service to implement other actions in the Refuge, which may or may not be identified in the upcoming CCP.

Mr. Carl J. Berg, Jr.
Page 5
June 4, 2003

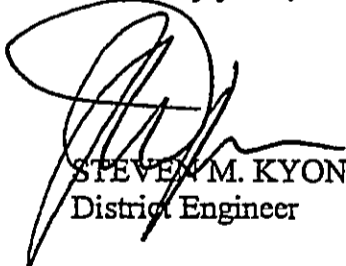
HWY-K 4.030458

14. The proposed scenic stop is independent of other landowners' plans in the area. If Princeville chooses to move ahead with their development plans, they would have to obtain their own government approvals. The Service has indicated to us that it will not allow commercial activities to be staged from its facility.
15. An EA, or even an EIS, is not required to gauge or estimate the level of community support for or opposition to a project. The purpose of our public involvement activities, which included both large and small group meetings, is to gather input about the project and its potential environmental effects. However, the Final EA will document the reasons groups or individuals support or oppose the project.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

NOV 26 2001

Comments on the Draft Environmental Assessment of the Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop, Project NO- FLH-056-1(45)

From: Beryl Blaich
PO Box 1438
Kilauea, HI 96754
November 23, 2001

To the following:
Steve Kyono
State Department of Transportation
3060 Eiwa Street, Rm. 205
Lihue, HI 96766

Abraham Wong
US Department of Transportation
Federal Highway Administration
PO Box 50206
Honolulu, HI 96850

Clyde Shimizu
Parsons Brinckerhoff Quade & Douglas
1001 Bishop Street, Suite 3000
Honolulu, HI 96813

OEQC
235 S. Beretania St. Suite 702
Honolulu, HI 96813

Hanalei Roads Committee
PO Box 369
Hanalei, HI 96714

To Whom It May Concern:

1 | The Draft Environmental Assessment for Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop is fundamentally flawed and, therefore, inadequate as a disclosure document. This project is not, as titled, "a scenic stop", which is a highway pull-off without any facilities. The project proposed is a "visitors-cultural center", also described as functioning as a "regional visitors center" (p. S-4).

2 | The project is wrongly titled, which is an attempt to minimize both its import and its impacts. The direct and secondary impacts of the increased numbers of people attracted to a regional visitors center in an area already busy due the proximate entrances and exits to Princeville and its shopping center are not addressed. The public did not review the project as what it actually is. Furthermore, no alternative locations are proposed for a regional visitor's center and such alternatives within the entire North Shore region must be put forth and considered for such a facility.

2 | The way that this proposal evolved has created this problem of the complete difference between the project supposedly being described in this draft EA (improvements to the scenic overlook) and what is in fact planned (construction of a regional visitors center). The private-public partners involved (Fish and Wildlife, the State DOT, and Princeville Development Corporation) hatched an idea, including the gift of land adjoining the Refuge, that met their own interests. These included taking advantage of planning funds only available to national park facilities (Public Lands Highways discretionary funds) and of highways improvements funds also only available to the same kind of federal entities.

3 | The project was initially put before the public as needed to address traffic safety problems at the present lookout. Whether or not there was an accident problem finally had to be quantified by members of the public. The accident rate was found to be minimal and the alternative of not allowing right turns would have addressed that issue, but the partnership was actually motivated by the concept of an expanded overlook and visitor center and the issue of safety was put aside in favor of capacity and providing restrooms.

4 | When most North Shore residents continued to object to the project, the partnership marketed it in "small group meetings" to the island visitors industry. (Section 3.3) Each group was allowed to add its wishes to the project and a visitor's center to interpret the Hanalei Wildlife Refuge grew into a regional center of up to 4 buildings, educating visitors and school children about "history and culture of the North Shore, tourist attractions, and etiquette and water safety." (Section 1.2, p. 1-7) Notably, the exhibit area meant to accomplish all this interpretation is estimated to be 800 square feet while the gift shop at 659 square feet is 81% of the size of the exhibit space.

5 | One problem sited with the present lookout and the alternative of realignment of the Kuhio Hwy. at the existing scenic stop (1.5.2, p. 1-16) is that "volunteers, such as the Lion's club, would have to continue to maintain the site". The 6 acre regional visitors center is supposedly going to be maintained by proceeds from the gift shop which the EA neglects to mention will also have to be manned by volunteers in the manner of the Kilauea Point Lighthouse Refuge.

6 | There are so many problems with this document as an explication of the potential impacts of this project. I trust other individuals and community groups will thoroughly dissect this skimpy document. But here are just missing elements:

- 7 |
1. Where are the drawings or visual simulations that give any sense of how this project would look from Kuhio Highway and from the Hanalei Valley and along the Kuhio Highway in the valley approaching from the west?
 2. How does this project fit into the larger planning context of the North Shore Belt Road system? Should such a project not proceed but follow the coming update of the DOT North Shore highways plan?

8

3. What are the exact provision of the National Wildlife Refuge System Improvement Act of 1997 which this project is supposedly consistent with? (Organizational Roles, 1.1.1, p. 1-3.)

9

4. How does this project fit into a plan for management of wildlife, kalo production and visitors in the Hanalei Refuge? There is no masterplan for the refuge and we are told that one can't happen for several years, yet federal planning money allotted to refuges has created this project thus far.

10

Secondary impacts of increased people and traffic, including buses, are not discussed. Open space will be lost and urbanized and the beneficial uses of

11

open space in of itself and as a buffer to the wildlife of the refuge are not

12

considered. The cumulative addition of this facility to the North Shore region, already stressed by the volume of visitors, is not considered.

In summary, there are multiple criteria which this project does not sufficiently review and, therefore, it is inaccurate to state that project is without significant impacts.

Thank you for your attention.

Respectfully,

Beryl Blaich
Beryl Blaich

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030459

June 4, 2003

Ms. Beryl Blaich
P.O. Box 1438
Kilauea, Hawaii 96754

Dear Ms. Blaich:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. We have never misrepresented the scope of the project. In all of our meetings with the community and with large and small groups and individuals we have disclosed that the project would involve a parking lot with about 60 spaces, a visitor information center that would include displays, bookstore and restrooms, a maintenance shed, landscaped areas and overlooks. The Draft EA contained a physical and operational description of the project.
2. Please see response to Comment 1. As a point of clarification, the proposed scenic stop will not be the long-planned regional visitor center of the North Shore. The primary use of the visitor center would be to assist with financing operations and maintenance of the scenic stop by providing interpretive materials about the Refuge and the natural and cultural history of Hanalei Valley. The Final EA will be revised to clarify this position. There is nothing improper with using discretionary funds, such as Public Lands Highways funds, for a project meant for public benefit, even if a private entity is involved.

3. The purpose of the project is not to replace the existing overlook. We feel that improvements described in Section 1.4 of the Draft EA would improve the safety of the existing overlook, regardless of whether or not the proposed scenic stop project proceeds. The Draft EA disclosed that the purpose of the project is to provide an improved visitor experience with regards to the Refuge and Hanalei Valley.
4. Small group meetings were held because we were not getting input from stakeholders who may have an interest in the project. In fact, we found that many people, including those in the visitor industry, were not aware of the project. The small group meetings were a useful outreach tool to let them know about the project and to solicit input. The physical scope of the project did not grow as a result of the small group meetings. Although the question of how much visitor-related information would be provided has not been determined, providing some visitor information would not take up much space. Also, the Service has informed us that the bookstore space can be used to support interpretive or other public-service materials.
5. In Section 1.3.2 of the Draft EA, the Service requested that the following be disclosed: "plans to rely on a non-profit organization or other cooperator to provide operational services". These services would be paid for by funds generated through bookstore sales and other sources. The proposed scenic stop will be a separate facility from the Kilauea Point National Wildlife Refuge (NWR).
6. Section 2.3.6 of the Draft EA described the potential visual impacts of the project from the valley floor. Without mitigation, the scenic stop buildings would be visible from certain vantage points on the valley floor. This is disclosed in the Draft EA. We agree with the community that scenic views from the valley floor should be protected. Please see Section 2.3.6.3 of the Draft EA on how we plan to proceed to protect these views. Visual renderings or simulations would not be very instructive because we would use setbacks and landscaping to screen the buildings from important vantage points on the valley floor. Therefore, visualizations would basically show what is already there—dense vegetation. Detailed information about architectural and landscaping plans will be available for public review during the design phase should the project move forward.

Ms. Beryl Blaich
Page 3
June 4, 2003

7. If you are referring to the Comprehensive Roadway Corridor Plan for Kuhio Highway Route 560, that study did not include Route 56. Access to the proposed scenic stop site would be on Route 56, about a half-a-mile east of the beginning of Route 560. The project will not adversely affect traffic operation on Kuhio Highway, which is explained in Section 2.3.4 of the Draft EA.
8. The Final EA will be revised to include information about the National Wildlife Refuge System Improvement Act as it relates to the proposed project.
9. The Service has scheduled to begin preparing the Refuge Comprehensive Conservation Plan (CCP) in 2007. An approved CCP is not required for the Service to participate in the proposed project, and there is no compelling reason to delay the scenic stop project based on the timing of the Refuge CCP. The Final EA will sufficiently describe the project and potential impacts so that the Service is able to analyze the project's compatibility with the Refuge.
10. Your listing of secondary impacts appears to be about direct impacts, which are addressed in the Draft EA.
11. The vegetation, distance and steep valley walls between the project site and the valley floor will be an adequate buffer between the scenic stop and the essential wildlife habitat of the Refuge. The Service agreed with this finding.
12. We anticipate that most visitors would spend about 15 to 30 minutes at the proposed scenic stop. This is in contrast to other kinds of attractions on the North Shore, such as Haena State Park, where visitors spend several hours hiking or enjoying the beach. Therefore, because the proposed Scenic Stop would provide a relatively short-term passive activity, we do not believe that the proposed project would change the number of tourists who decide to stay or tour the North Shore.

Ms. Beryl Blaich
Page 4
June 4, 2003

HWY-K 4.030459

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030460

June 4, 2003

Mr. Gary Blaich
Box 1434
Kilauea, Hawaii 96754

Dear Mr. Blaich:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments made during the public meeting held on November 14, 2001 regarding the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We have reviewed your oral comments and would like to provide the following response. If we have misinterpreted your comments, please let us know.

Comment. Suggested that project sponsors contract private transportation companies to provide van and jitney tour service on the North Shore to finance the upkeep and maintenance of the scenic stop. In return for the privilege of using the site as a staging area, the companies would fund the maintenance of the parking lot, restroom facilities and grounds.

Response. Thank you for your suggestion. While your suggestion has merit as an alternative funding source, we found it less suitable than the proposed alternative because the Service does not intend to have the facility used for commercial purposes, and we do not know what other impacts to the community such a tour service would cause. The proposed scenic stop as planned would serve existing visitor loads. Although we are not aware that there are transportation companies who require a staging area, there may be other suitable sites.

Mr. Gary Blaich
Page 2
June 4, 2003

HWY-K 4.030459

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



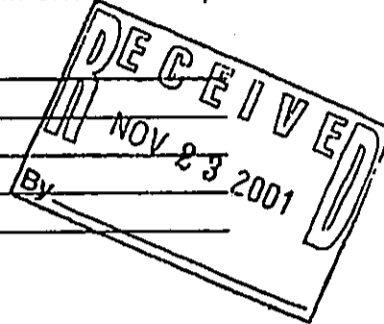
STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

Public Comment Form
Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division and Federal Highway Administration in the environmental Review of the Hanalei Valley / Hanalei National wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: Sandra Busto
Address: P.O. Box 223027
Princeville, Hawaii 96722



Please make any comments below:

I have lived and worked on Kauai's North Shore for almost 30 years and have witnessed the growth that *requires us to move forward with a new scenic stop*. The current overlook is small and presents a traffic hazard. The proposed new location would relieve this hazard and give people a sense of spaciousness and tranquility.

The planned visitor-cultural center would provide an important link to the history of Hanalei Valley. Although not a North Shore native, I believe the cultural history of any area is its most significant resource. Cultural history includes all aspects of life: flora, fauna, anthropology, archaeology, and pristine beauty.

Sharing the cultural history with both visitors and residents would benefit the Valley by educating people about its delicate balance of life, including the many threatened and endangered species living there. This knowledge would give people a new perspective, and would promote conservation and an appreciation of our natural resources.

The project is well planned and would not create a negative impact on the environment. The proposed low-profile buildings and extensive landscaping would only enhance the area.

The government agencies involved with this project appear to have addressed any negative impacts that could be felt as a result of its construction, even the privacy of the farmers in the Valley.

I urge you to approve this project and move forward as soon as possible.

Thank you.

For your comments to be considered in the environmental review, please submit them by November 23, 2001. Thank you.

JINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030461

June 4, 2003

Ms. Sandra Busto
P.O. Box 223027
Princeville, Hawaii 96722

Dear Ms. Busto:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments regarding our Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project.

We agree that the project would provide an opportunity to share the unique cultural and natural history of Hanalei Valley and the North Shore to both visitors and residents. We hope that you continue to provide input as this project moves forward.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,

A handwritten signature in black ink, appearing to read "Steven M. Kyono". The signature is written in a cursive style and is positioned above the printed name and title of the signatory.

STEVEN M. KYONO, P.E.
District Engineer

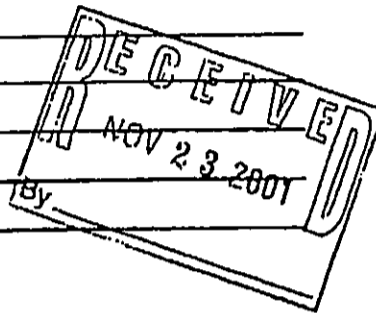
RA:es
Encl.

3-75

Public Comment Form
Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The Information you provide in this form will help the State Department of Transportation Highways Division and Federal Highway Administration in the environmental review of the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: Hal Martin, President
Address: Contractors Association of Kaua'i
4231 Ahukini Road
Lihu'e, HI 96766



Please make any comments below:

The Contractors Association of Kaua'i is in support of the above named proposed project. The current lookout location is a safety hazard and with increased traffic, it is obvious that it will become more challenging for the motoring public and for those who use the lookout.

The Contractors Association of Kaua'i's Board of Directors understood that there is some concerns and objections about the project. We would like to recommend that perhaps the engineers might want to look at the cost and possibility of "burying" the building(s) so its not visible from the top or only a small portion is above ground but "buried" with a dirt mound that would be landscaped. The directors also thought that would be easier to secure and lessen the opportunities for graffiti work.

This project is long over-due if nothing else but for safety reasons. It is also an opportunity to share Hanalei's rich cultural history in a tasteful organized manner.

Most visitors are in awe of the beautiful patchwork tapestry of textures you see from the lookout, but generally not even aware of what they are viewing. We encourage the department and community to use this opportunity and the resources available to put together an award winning design for a lookout and presentation of the northshore and Hanalei.

h

For your comments to be considered in the environmental review, please submit them by November 23, 2001. Thank you.

INDA LINGLE
GOVERNOR



RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

IN REPLY REFER TO:

HWY-K 4.030462

June 4, 2003

Mr. Hal Martin, President
Contractors Association of Kauai
4231 Ahukini Road
Lihue, Hawaii 96766

Dear Mr. Martin:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments regarding our Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project.

We appreciate the support from you and members of your association. We also appreciate your suggestion on the design of the scenic stop buildings. For your information, we will continue public participation throughout the design phase should the project move forward so that we may develop an attractive, high quality public facility that minimizes visual impacts to the valley and Refuge. We hope that the Contractors Association of Kauai participates in our public involvement activities as this project moves forward.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,


STEPHEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

3-77

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030463

June 4, 2003

Ms. Felicia Cowden
Box 493
Hanalei, Hawaii 96714

Dear Ms. Cowden:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments made during the public meeting held on November 14, 2001 regarding the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We have reviewed your oral comments and would like to provide the following responses. If we have misinterpreted your comments, please let us know.

Comment. The curbed island proposed at the existing scenic stop would create traffic problems.

Response. Thank you for letting us know about your concerns regarding our planned efforts to prohibit left turns into the existing scenic stop. When we proceed with this project, our traffic engineers will evaluate the island to determine whether it would cause more problems than it solves. We would still be able to restrict left turns without the island.

Comment. The buildings should be constructed of rock materials rather than concrete blocks.

Response. Thank you for your architectural suggestions. Building materials have not been determined. However, your suggestion will be forwarded to the project architect. Further public involvement regarding the architecture and design of the facility will be conducted should the project move forward. You will be notified of future meetings or other public involvement activities.

Ms. Felicia Cowden
Page 2
June 4, 2003

HWY-K 4.030463


Comment. The parking lot should be constructed of grasscrete.

Response. Thank you. Your suggestion will be forwarded to the project civil engineer who will evaluate this suggestion. For your information, the Service expects 1000 to 1100 visitors a day upon opening, which may mean about 360 cars and four to ten buses would use the parking lot daily. The parking lot would have to be able to accommodate this traffic load without the need for extensive maintenance.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

11-1901

Evelyn de Buhr
158, Hanalei, HI 96714

NOV 26 2001

Hawaii Department of Transportation
U.S. Department of Transportation
Parsons Brinckerhoff Inc.
Honolulu, HI

To Whom it May Concern:

Thank you for delivering the Environmental Assessment on the proposed relocation of the Hanalei valley overlook which will become a visitor cultural center with gift shop, bathrooms, pavilion and maintenance shed.

1 | As it stands the EA lacks an adequate fauna study, disregarding the Hawaiian bats and owls that live in this
2-3 | neighborhood. It also lacks a cultural study and view plane study. The EA omits the traffic survey provided by our
4-5 | citizens' group. Likewise there is no meaningful study of alternative possibilities. Use of the 1990's census outdates the
Assessment.

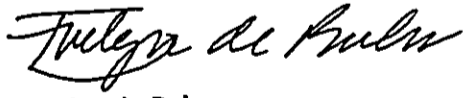
6 | Please note that "scenic stop" as defined in HDOT's Green Book is just that. It does not include restrooms,
souvenir shop or sheds of any kind. It is simply a wide spot in the road so that travelers may pull over and view the
7 | scenery. Throughout the EA, the "scenic stop" is referred to as "visitor/cultural center" which is an entirely different
project and would require a full EIS. Also the EA completely ignores the North Shore Plan Update which specifically states
3-9 | a scenic stop should NOT include man-made structures.

10 | One of the points where the EA fudges which irritates me most is that it doesn't clearly state the lack of
community support for the project. It states that "many" attendees voiced "concern" about certain issues, but neglects to
elaborate and explain that "many" equals 99.9%. Overwhelming disapproval was the main response to this proposal.
We asked repeatedly, "How can we stop this process? Please go home. Don't come back. We're not interested.

The feeling at each meeting was that money was coming from on high and HDOT was determined to spend it no
matter how we felt. We had won a contest, Princeville—whose motives are extremely suspect—donated the land, and we
were supposed to be happy about it. None of this is addressed in the EA.

11 | At the very least a complete EIS should be done for this proposed project which has mushroomed into something
very different a "scenic stop."

Sincerely,



Evelyn de Buhr

LINDA LINGLE
GOVERNOR



RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

IN REPLY REFER TO:

HWY-K 4.030464

June 4, 2003

Ms. Evelyn de Buhr
P.O. Box 158
Hanalei, Hawaii 96714

Dear Ms. de Buhr:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. We inadvertently failed to disclose sufficiently in the Draft EA that U.S. Fish and Wildlife Service (Service) biologists visited the project site early in project planning and did not find evidence of native, threatened or endangered fauna. However, in response to your comment, as well as other similar comments, Service biologists undertook another site visit. In addition, supplemental Intra-Service Section 7 consultation pursuant to the federal Endangered Species Act (ESA) was conducted to augment the Section 7 consultation initiated by the FHWA.

The Hawaiian owl, or pueo, is not listed as a federal trust species under ESA. It is listed as a State of Hawaii threatened or endangered species on Oahu, but not for Kauai. The Department of Land and Natural Resources, Division of Forestry and Wildlife, was contacted during project scoping (see Appendix A of the Draft EA) and was consulted regarding this comment and they had no concerns. This species was not observed during the Service site visits.

2. Sections 2.3.2 and 2.3.5 of the Draft EA provided a discussion of cultural resources at or in the vicinity of the project site. Section 2.3.6 of the Draft EA described the visual resources in the project area and the potential impacts on these resources.

3. We were not aware that the Limu Coalition wanted us to include their traffic survey in the EA. We have apologized to the Limu Coalition in our response to their comments for this misunderstanding. Since the survey results were included as an attachment with their comment letter, it will appear in the Final EA and be part of the official record of the environmental review.
4. Section 1.5 of the Draft EA provided a discussion of four other alternatives.
5. At the time the census information was collected for the Draft EA, the 2000 data was not available at the census tract and block levels. The availability of 1990 block level data allowed for the reporting of demographic, housing and income information for both Hanalei Town and Princeville. Since then, more detailed 2000 data from the U.S. Census Bureau has become available. The Final EA will be updated with the latest information available.
6. Despite whatever definition of "scenic stop" one uses, we have never misrepresented the scope of the project. In all of our meetings with the community and with large and small groups and individuals we have disclosed that the project would involve a parking lot with about 60 spaces, a visitor center that would include displays, bookstore and restrooms, a maintenance shed, landscaped areas and overlooks.
7. "Scenic stop" references the entire project. "Visitor-cultural center" references a specific element of the project, the building that would contain interpretive materials, the bookstore and the restrooms. For your information, the U.S. Fish and Wildlife Service has requested that the center be referred to as a "visitor information center" in the Final EA to dispel any misconception that the project would be a regional visitor center as described in the General Plan.
8. The question of whether an EA or an environmental impact statement (EIS) is the appropriate review document pursuant to Chapter 343 of the Hawaii Revised Statutes (HRS) and the National Environmental Policy Act (NEPA) depends on whether the project would have a significant impact. Please see Chapter 4 of the Draft EA for further details.

Ms. Evelyn de Buhr
Page 3
June 4, 2003

HWY-K 4.030464

9. The North Shore Development Plan Update (December 1980) does not address the proposed scenic stop. Nevertheless, we find that the proposed project would not be inconsistent with any of the goals and objectives provided in the Plan Update or with the North Shore Development Plan Ordinance. The discussion herein provided will be included in the Final EA.

The recommendation in the Plan Update relating to "man-made structures" and scenic resources states, "Scenic views should not be adversely affected by man-made structures." We interpret this statement as discouraging structures on scenic landscapes, such as the view of Hanalei Valley from scenic overlooks. As described in the Draft EA, the project does not propose to place structures in Hanalei Valley.

10. An EA, or even an EIS, is not required to gauge or estimate the level of community support for or opposition to a project. The purpose of our public involvement activities, which included both large and small group meetings, is to gather input about the project and its potential environmental effects. It is not to count the number of people who support or not support the project.
11. After thorough review of all the comments on the Draft EA, including the comments you have thoughtfully provided, we have not received any new information that would change our finding that an EA process remains the appropriate form of environmental documentation for this project under Chapter 343 of the Hawaii Revised Statutes and NEPA. We respectfully disagree with your position that an EIS is the appropriate environmental review document.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

NOV 26 2001

November 21, 2001

Caren Diamond
P.O Box 536
Hanalei HI 96714

To Whom It May Concern
re: Proposed relocation of Hanalei Valley Overlook

- 1 | Any EA should not be a self-serving document. One question then is how
2 | can it be otherwise since HDOT is the agency submitting the EA and HDOT
is the agency approving it? This conflict is caused for skepticism concerning
an unbiased assessment of the application.

- 3 | By definition, this proposal is not about a "scenic stop." It has become a
fully commercial enterprise with a gift shop, and through out the EA, it is
referred to as a visitor/cultural center. This project should not be built in a
conservation zone. Surely a full EIS is required.

- 4 | Perhaps most disturbingly, the EA does not accurately reflect the sentiments
of the community. At every meeting the response to this proposal was
overwhelmingly negative-as in 99.9% against it. The EA does not disclose
this fact and glosses over the dissension with the word "many." "Many were
opposed"..."many were concerned." But it never states that everyone
present voiced his or her opposition.

- 5 | The need for a change was originally presented as a safety issue. When
6 | citizens investigated they found that the left hand turn into Foodland
shopping center was the cause of the accidents that happen there. All night
7 | lights, commercial activity above the fish and wild life sanctuary and this
entire plan should be scrapped. For these and many other reasons the EA is
incomplete and a full EIS should be required.

Sincerely,
Caren Diamond



LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030465

June 4, 2003

Ms. Caren Diamond
P.O. Box 536
Hanalei, Hawaii 96714

Dear Ms. Diamond:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. One of the major purposes of an environmental review document, such as an environmental assessment (EA), is to study, evaluate and disclose to the public potential environmental impacts of the project to assist in decision-making. Interested and affected members of the public have the right to be informed of and participate in the assessment process.
2. According to Chapter 200 of the Hawaii Administrative Rules, the accepting agency determines whether an environmental impacts statement is required for a project. The regulation states that this role "shall rest with the agency initially receiving and agreeing to process the request for an approval." Agencies are required by law to use unbiased objectivity in the analysis of effects.

3. The proposed scenic stop project will not be a commercial enterprise. It will be a public facility. The bookstore will be enclosed within the visitor center, similar to the Kilauea Point National Wildlife Refuge visitor center. As described in Section 2.4.1.2a of the Draft EA, we believe that the proposed project conforms to the policies established for the specific subzone of the affected conservation land. However, the Board of Land and Natural Resources will ultimately determine conformance with these policies. Just because a project is proposed on conservation land does not necessarily mean an EIS is required.
4. An EA, or even an EIS, is not required to gauge or estimate the level of community support for or opposition to a project. The purpose of our public involvement activities, which included both large and small group meetings, is to gather input about the project and its potential environmental effects. However, the Final EA will document the reasons groups or individuals support or oppose the project.
5. We acknowledge that early in the planning process we focused on the safety or the uncontrolled access problem at the existing overlook. At several community and individual meetings, varying and opposing opinions on whether or not there is a safety problem at the existing overlook were expressed. In our latter meetings with individuals and organizations, attention was focused on Hanalei Valley and the Refuge as being unique and valuable environmental and cultural resources.
6. The traffic incident information reported in Section 2.3.4 of the Draft EA was obtained from our Traffic Branch. The existing overlook is located at Mile Post (MP) 0.11 of Route 560. The entrance to the Princeville Shopping near Foodland is located at MP 0.05 of Route 560. The traffic data noted the incidents at MP 0.1, which led us to the conclusion that they occurred at the overlook area. Since there may be a discrepancy with these results, the incident information in Section 2.3.4 will be deleted in the Final EA.
7. After thorough review of all the comments on the Draft EA, including the comments you have thoughtfully provided, we have not received any new information that would change our finding that an EA process remains the appropriate form of environmental documentation for this project under Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act. We respectfully disagree with your position that an environmental impact statement is the appropriate environmental review document.

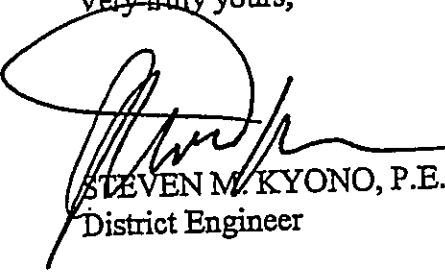
HWY-K 4.030465

Ms. Caren Diamond
Page 3
June 4, 2003

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

LINDA LINGLE
GOVERNOR



RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

IN REPLY REFER TO:

HWY-K 4.030466

June 4, 2003

Mr. Larry Dill
Box 223213
Princeville, Hawaii 96722

Dear Mr. Dill:

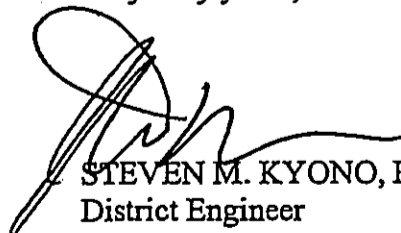
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments made during the public meeting held on November 14, 2001 regarding the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We agree with you that the scenic stop would provide a quality educational experience for visitors, residents and school children.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

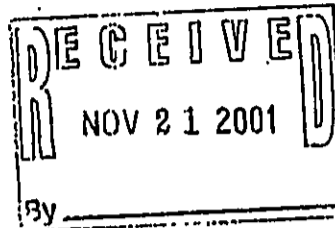
Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

MARGERY H FREEMAN
6448 KAAHELE ST.
Kapaa, Hawaii 96746
Phone: 808-822-4605



State DOT
Mr. Steve Kyono
3060 Eiwa St. #205
Lihue, HI 96766

Dear Mr. Kyono,

I want to comment on the proposed Hanalei Scenic Overlook. I have no objections to moving the overlook slightly and making a few more parking places but it does not need a store, toilets, and information building. I watch people stop there now and very few read even the information on the boards. We do not need fancy buildings. The view is the thing and should be kept unencumbered as it is now. No one wants these so-called improvements. Why not just withdraw the whole application?

Sincerely,

Marge Freeman

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030467

June 4, 2003

Ms. Margery H. Freeman
6448 Kaahele Street
Kapaa, Hawaii 96746

Dear Ms. Freeman:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your letter about the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate your time and effort in letting us know of your views.

For your information, we considered an alternative that would only include an overlook and parking lot at the proposed site. Despite the fact that this alternative would not provide improved public environmental and cultural educational features of the project, the alternative is not feasible because the U.S. Fish and Wildlife Service would not accept the property because there would be no means of financing the facility's operations and maintenance. Therefore, Princeville would not donate the property.

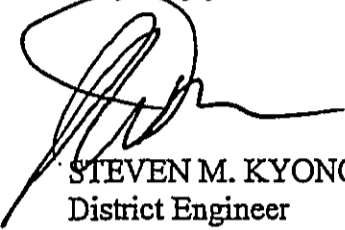
We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

Ms. Margery H. Freeman
Page 2
June 4, 2003

HWY-K 4.030467

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

Public Comment Form
Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division and Federal Highway Administration in the environmental review of the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: Donald M. Fujimoto
Address: 4022 Hunakai St.
Lihue, HI 96766

Please make any comments below:

I commend the State for taking the initiative to improve the safety and invest in the Hanalei Scenic Stop to promote our rare beauty and natural resource.

The landowner should also be recognized in their generosity for donating the land required for this project.

I hope this project realizes soon.

Donald M. Fujimoto

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030468

June 4, 2003

Mr. Donald M. Fujimoto
4022 Hunakai Street
Lihue, Hawaii 96766

Dear Mr. Fujimoto:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the proposed Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate your expression of support.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,

A handwritten signature in black ink, appearing to read "Steven M. Kyono".

STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

Public Comment Form
Hanaiei Valley / Hanaiei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division and Federal Highway Administration in the environmental review of the Hanaiei Valley / Hanaiei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: Beverly L. Furfaro
Address: P.O. Box 223224
Princeville, Hawaii 96722

Please make any comments below:

I was born and raised on the north shore of Kauai. I have lived here for 51 years and I welcome the improvements being planned by the State Department of Transportation to relocate the Hanaiei Valley overlook. The present overlook poses traffic hazards and cannot accommodate the traffic during peak seasons. I think an exhibit of Hanaiei's rich cultural and historical aspects would benefit the local residents as well as the visitors. It seems that the parties involved have taken every precaution to ensure that it will be an asset to our community. I urge you to pursue this project.

For your comments to be considered in the environmental review, please submit them by November 23, 2001. Thank you.

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030469

June 4, 2003

Ms. Beverly L. Furfaro
P.O. Box 223224
Princeville, Hawaii 96722

Dear Ms. Furfaro:

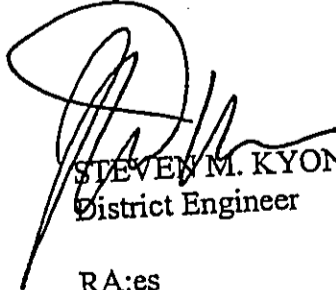
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the proposed Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate your support and hope that you participate in our public involvement activities should this project move forward.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

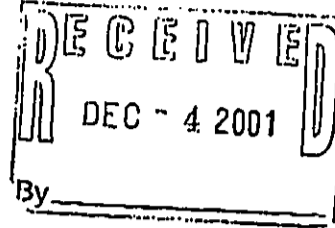
If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,


STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

November 14, 01



State Department of Transportation
3060 'Eiwa Street, Room 205
Lihue, Kauai, 96766

Attn: Steve Kyono

RE: Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop

The Draft Environmental Assessment for this project is not complete. There are multiple issues that have not been addressed. A few of these issues are:

1. The increased impact from visitors to the Wildlife Refuge which includes, traffic, pollution, disturbance to wildlife, birds, fish and the cultivation of taro by the farmers
2. The impact to the historic site, Po'oku heiau has not been investigated.
3. The motivation for this project has not been spelled out. When there is no specific need for the project, why are you rushing it through?
4. Neither Princeville nor the Fish & Wildlife Service are willing to accept the financial burden for maintaining the center if the gift shop and book shop do not make money.
5. The increased traffic, tour bus and auto, as well as lights, noise and general nuisance to the neighborhood has not been addressed.
6. Coral reef and marine pollution has not been addressed. The run-off from the visitor site will flow into Anini Stream and increase the danger to all marine life in this part of the coast.
7. The project is in violation of The North Shore Development Plan.
8. The project is in violation of the mandate of the Fish & Wildlife Service to protect our rare and irreplaceable bird, fish and wildlife.

9 | There have been alternatives to the present site on Kuhio Highway suggested. They would improve the present look out and assure road safety and visitor pleasure. They are a raised curb divider and a "no left turn" sign before the right turn into the Princeville Foodland. There is a plan for a platform at the look out to assist the visitor.

10 | The Draft EA is inadequate. A full Environmental Impact Statement should be done.

Thank you

A handwritten signature in cursive script that reads "Judy Gardner".

POB 988
Hanalei HI 96714

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030470

June 4, 2003

Ms. Judy Gardner
P.O. Box 988
Hanalei, Hawaii 96714

Dear Ms. Gardner:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments. We would like to provide the following responses to these comments by number indicated in your letter, plus two additional marked comments.

1. Potential long-term impacts to traffic; air quality; flora and fauna resources, including threatened and endangered species; and taro farming were addressed in Sections 2.3.4, 2.2.4, 2.2.3, 2.3.2, respectively, in the Draft EA. Potential construction-period impacts relating to these topics were addressed in Section 2.1 of the Draft EA. The project will not result in visitors entering the Refuge because the proposed scenic stop will be located outside the Refuge proper.
2. An archaeological inventory survey was conducted for the project, which included evaluation of Pooku Heiau. The State Historic Preservation Division (SHPD) reviewed and approved the survey. For further information, see Section 2.3.5 and Appendices B and C of the Draft EA. In addition, the SHPD concurred with the Federal Highway Administration's "no adverse effect" determination regarding the heiau. Further information will be provided in the Final EA.
3. The purpose of the project was provided in Section 1.2 of the Draft EA.

Ms. Judy Gardner
Page 2
June 4, 2003

4. The U.S. Fish and Wildlife Service (Service) will obtain ownership of the property, and will accept responsibility for the long-term upkeep of the facility. The Service believes revenues from the bookstore will be sufficient to operate the scenic stop. If revenues are insufficient, the Service will seek funding from other sources.

5. Please see response to Comment 1. Potential noise impacts were described in Section 2.2.4 of the Draft EA.

As described in Section 1.3 of the Draft EA, the lighting fixtures on the buildings will be directed downward and the intensity or illumination of the lighting will only be what is needed for security. There will be no light poles at the scenic stop intersection or parking lot because the facility would be closed at night.

There are no residential neighborhoods on or adjacent to the project site. Neither Kapaka Street nor Ka Haku Road, roadways to residences in the Princeville Ag Subdivision and Princeville Resort, respectively, will be used by the project.

6. As described in Section 2.2.2 of the Draft EA, stormwater from the parking lot would be designed to flow towards Kuhio Highway. Stormwater on Kuhio Highway in the vicinity of the project site is channeled to a pond in Princeville Golf Course, which serves as a retention basin.

7. The North Shore Development Plan Update (December 1980) does not address the proposed scenic stop. Nevertheless, we find that the proposed project would not be inconsistent with any of the goals and objectives provided in the Plan Update or with the North Shore Development Plan Ordinance. The discussion herein provided will be included in the Final EA.

8. The proposed project is consistent with the National Wildlife Refuge System Improvement Act of 1997. The Act allows appropriate public uses of the refuge system, such as environmental education and interpretation, provided that such uses are compatible with Act's mission statement and the specific purpose of the affected refuge.

9. As you noted, alternatives were considered, and described in Section 1.5 of the Draft EA. As stated in Section 1.4 of the Draft EA, we plan to prohibit left turns into and out of the existing scenic stop by providing signage, re-striping Kuhio Highway and installing a raised curbed island regardless of whether the proposed project proceeds. The platform extension alternative was eliminated from consideration because of its visual impacts and poor cost effectiveness.

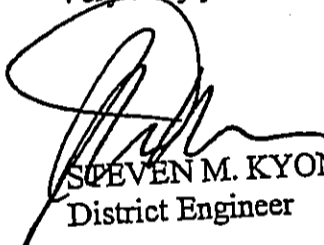
Ms. Judy Gardner
Page 3
June 4, 2003

10. After thorough review of all the comments on the Draft EA, including the comments you have thoughtfully provided, we have not received any new information that would change our finding that an EA process remains the appropriate form of environmental documentation for this project under Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act. We respectfully disagree with your position that an environmental impact statement is the appropriate environmental review document.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

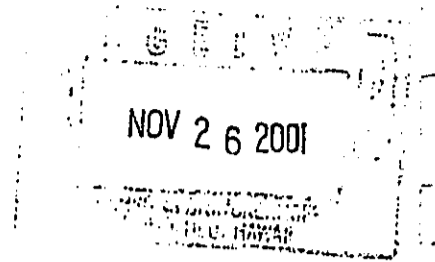
Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

*Hanalei Community Association
PO Box 789
Hanalei, HI 96714*



November 21, 2001

Mr. Steve Kyono
State Department of Transportation
3060 Eiwa Street
Lihue, HI 96766

RE: Draft Environmental Assessment for Hanalei Valley/National Wildlife
Refuge Scenic Stop

We have reviewed the Draft Environmental Assessment and are providing the following comments and concerns.

- 1: The DEA does not fully discuss the secondary impacts of the project (e.g., traffic, increased impacts into the Hanalei Wildlife Refuge and Valley, and into Hanalei town).
- 2: The proposal does not disclose how this proposal fits into US Fish and Wildlife plans for hiking, trails and tour mentioned in the DEA. Does the USFWS have a master plan for these increased visitor activities? What is it?
- 3: There was no cultural impact study conducted, nor were there fauna, noise, scenic, viewplane, market or needs assessment studies.
- 4: We disagree with a determination of a Finding of No Significant. This project requires an Environmental Impact Statement.

Sincerely,

A handwritten signature in cursive script that reads "Diane Daniells".

Diane Daniells
President

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030472

June 4, 2003

Ms. Diane Daniells, President
Hanalei Community Association
P.O. Box 789
Hanalei, Hawaii 96714

Dear Ms. Daniells:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. We do not anticipate secondary impacts regarding the examples you provided for the following reasons:

The U.S. Fish and Wildlife Service (Service) does not anticipate that tourists visiting the proposed scenic stop would be enticed to use Ohiki Road and trespass into the Refuge. Visitors to the scenic stop will be provided with information about the Refuge, and the availability of official guided tours. In addition, Ohiki Road is less visible from the proposed overlooks than from the existing overlook.

We anticipate that most visitors would spend about 15 to 30 minutes at the proposed scenic stop. This is in contrast to other kinds of attractions on the North Shore, such as Haena State Park, where visitors can spend several hours hiking or enjoying the beach. Therefore, because the proposed Scenic Stop would provide a relatively short-term passive activity, we do not believe that the proposed project would change the number of tourists who decide to stay or tour the North Shore, or affect the number of tourists who travel through or to Hanalei Town. Therefore, overall traffic volumes on Kuhio Highway or in the North Shore will not change.

Ms. Diane Daniells, President
Page 2
June 4, 2003

HWY-K 4.030472

The Final EA will be revised to include some of the discussions herein provided.

2. The Draft EA does not state the Service is planning hiking trails in the Refuge. The Draft EA did disclose that planned hiking trails were shown near the proposed site in the Princeville Resort Master Plan. These planned hiking trails are not in the Refuge because Princeville does not have the authority to direct activities on the Service lands. The Service does not intend to sponsor private or commercial activities from the proposed scenic stop.

The Service has informed us that they are scheduled to begin preparing the Refuge Comprehensive Conservation Plan (CCP) in 2007, which may address visitor services within the Refuge in accordance with the National Wildlife Refuge System Improvement Act.

3. Discussion of cultural resources in the study area was provided in Sections 2.3.2 and 2.3.5 of the Draft EA. Discussion of potential impacts to fauna species considered threatened or endangered was provided in Section 2.2.3 of the Draft EA. Discussion of potential noise impacts was provided in Section 2.2.4 of the Draft EA. Discussion of potential visual impacts was provided in Section 2.3.5 of the Draft EA.

Government agencies often conduct market studies for projects that need to recover their monetary investments. All costs associated with the development of the scenic stop project do not need to be recouped.

The Service conducted an internal financial evaluation to determine whether revenues from the visitor information center bookstore would be sufficient for operation and maintenance of the facility. Based on the Service's experience with a similar operation at Kilauea Point NWR and using conservative estimates, the Service believes that revenues will be sufficient to operate and manage the facility.

4. After thorough review of all the comments on the Draft EA, including the comments you have thoughtfully provided, we have not received any new information that would change our finding that an EA is the appropriate form of environmental documentation for this project under Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act. We respectfully disagree with your position that an environmental impact statement is the appropriate environmental review document.

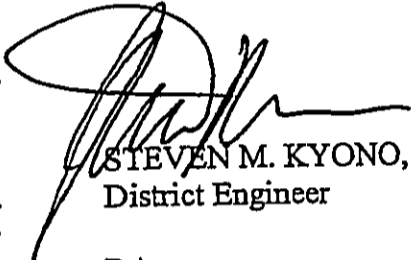
Ms. Diane Daniells, President
Page 3
June 4., 2003

HWY-K 4.030472

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.



Hanalei Heritage River

November 20, 2001

NOV 26 2001

Comments on Draft Environmental Assessment for:
Hanalei Valley/Hanalei National Wildlife Refuge Regional Visitor Center Overlook

The Hanalei Heritage River Program offers the following comments.

1 | This proposal is described in the Draft Environmental Assessment (DEA) as a scenic stop. This description does not legally fit this project. According to the American Association of State Highway and Transportation Officials, pages 308-9, a scenic stop is a "roadside area provided for motorists to park their vehicles, beyond the shoulder, primarily for viewing the scenery for taking photographs in safety. Scenic overlooks need not provide comfort and convenience facilities..."The DEA is therefore describing a "wrong" project scope. The entire DEA is therefore in error.

2 | *Proposals of this size should reflect community priorities. The North Shore Development Plan suggests a facility such as this be placed adjacent to existing commercial uses, such as near the existing Princeville Airport, not in an area where no commercial uses exist or are planned. The proposed location for this project requires a significant zoning change. This project should be planned for an appropriately zoned location. The project assumes a minimum of 500,000 visitors to this site. The impact of this number alone justifies a full Environmental Impact Statement.*

5 | The Princeville Development Master Plan was not a community created plan or has it been reviewed formally through the planning process in the County of Kauai. The process for the creation of this plan was closed to the public so this plan does not include vital environmental, historical, cultural or economic facts concerning this area. Therefore, this plan carries no legal weight in the review of this proposal.

6 | This DEA segments many proposals impacting the North Shore. Plans such as a "trails staging" area must be considered in the context of existing trail plans and the impacts of such access to protected places and species. It can be expected there will be secondary impacts on historic resources of visitors travelling into the refuge and beyond on Ohiki Road and on trails and paths within the refuge. These impacts are undetermined in the DEA and a full EIS should be required for this project.

7 | The Hanalei National Wildlife Refuge does not have a functioning Refuge Management Plan. The plan now in effect is inaccurate and out of date and not being utilized. Therefore, any impacts to be considered regarding the protected species of the Hanalei National Wildlife Refuge could not be fully addressed in this DEA. A full EIS must be completed in order to determine impacts in this refuge that are not now included in a management plan.

8 | US Fish and Wildlife Service has a Comprehensive Conservation Plan process proposed for 2007 which will develop a management plan for the Refuge. This project should wait for this review.

As administered by the Environmental Protection Agency since 1994, Environmental Justice Impacts on minority and low income populations must be described in all EA's and are omitted in this draft. This project will impact both populations.

The most endangered species of all, the Hawaiian taro farmer, will endure all the secondary impacts (noise, pollution, visibility, disruption of lifestyle, potential harm to flora and fauna, etc) caused by visitors in the valley. Visitors will be encouraged to visit the valley at the proposed overlook with no plan in place to manage them once they are there. Protected bird and animal life will all be impacted by additional vehicles in the refuge. Facilities do not exist to mitigate this impact. The omission of this impact necessitates an EIS.

The entire Hanalei Valley has been identified as a Cultural Landscape and the DEA does not discuss direct or indirect impacts this proposal will have on the Valley. This omission requires a full EIS.

The omission of a viewplane study eliminates review of potential visual impacts caused by this project to valley residents and residents of Princeville Agricultural lots who will look down on it. Scenic views from the Hanalei Valley and surrounding farmlands should be protected. This omission requires a full EIS be executed.

No fauna study was completed. Local knowledge confirms Hawaiian Hoary bats and Pueo both reside on the proposed development site. This omission requires an EIS.

There is no consideration of the impacts on the river resources, including additional sediment from runoff. The DEA describes parking lot runoff going toward Wanini; this location has been the victim of polluted runoff for decades and is now a reef in peril. No additional drainage should be directed to Wanini. Best management practices dictates that each project should handle its own drainage and not add a cumulative impact to existing drainage ways. It can be expected that hardening of the surfaces at this proposed site will flow down to Hanalei Valley and into the river. It does now. This omission requires a full EIS.

The omission of a market study for this project does not provide adequate assurance that this facility is desired, needed, and can potentially support itself as required by the USFWS. The budget report for USFWS other non-profit facility on the North Shore, at Kilauea, describes a balance to the positive after expenses of less than \$10,000.00. Adequate maintenance staff cannot be salaried for this amount. A complete financial feasibility study should be included in a full EIS.

The omission of a traffic study for this proposal and one for the existing facility it proposes to replace requires an EIS.

The omission of a Cultural Impact Assessment study negates the validity of all cultural statements or conclusions in this assessment. Per Hawaii Revised Statutes, Chapter 343, Articles IX and XII of the State Constitution, other state laws and the courts of the state require government agencies to promote and preserve cultural beliefs, practices, and resources of Native Hawaiians and other ethnic groups. Chapter 343 specifically requires environmental assessment of cultural resources in determining the significance of a proposed project. These laws and guidelines further state that cultural information must be actively sought by knowledgeable informants. Information concerning places and practices important to the local culture must be obtained for the entire ahupua'a in which the proposed project is planned. Very specific parameters are set forth in law describing the required information to be obtained. Area

17 residents and local organizations with this knowledge were not queried for their comment. This DEA does not make any effort or show any evidence of having sought any such information.

18 The site of this proposed project has significant cultural history. Po'oku Heiau is briefly mentioned as a "natural landscape feature". Po'oku Heiau is documented as eligible for inclusion in the Historic Register and as such qualifies for that level of review. Few extensive studies have been made of this heiau or its relationship to the other two heiau in Hanalei Valley. "Po'oku Heiau probably functioned as the most important heiau for the Hanalei Ahupua'a and perhaps one of the most important heiau for the whole Halele'a District".
(See FWS July 1999 report and refer to State Historic Preservation Archaeologist Nancy McMahon's comments. Also see Office of Hawaiian Affairs comments.)

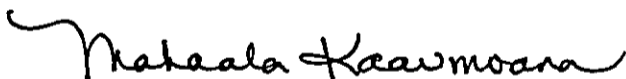
Additionally, in the Wailua, Kaua'i area, much import is being given to the processional pathways between heiau in a complex. The three Hanalei Heiau are clearly another example of a complex and should be treated as such. Therefore, study of the processional pathways must be included. A Cultural Impact Statement and full EIS is required for this project.

19 Potential impacts on the cultural and historical resources of this area are undetermined in this DEA and there is a lack of disclosure by omitting this information from the DEA. There is no map showing the relationship of this project to all historic properties in the vicinity. Historic properties and sites exist in the Hanalei Valley and were not mentioned in this DEA. Secondary impacts to these sites and structures can be presumed with additional visitors and a Cultural Impact Statement must be done to address these concerns. A full EIS must be done.

21 In conclusion, this draft EA does not reflect the extent of the lack of support for this project in the community in which it is proposed to be developed. The Hanalei Heritage River Program produced two well-attended community informational meetings about this proposal. Full presentations were made at both gatherings and questions were presented. Much time was spent discussing alternatives for this project, as many local residents preferred to retain the current scenic stop with some safety improvements. This DEA does not reflect the sentiment at those meetings. Video recordings of those meetings are available to the public.

22 This DEA does not disclose the community need for this project.

Respectfully submitted on behalf of the Hanalei River Hui,



Makaala Kaaumoana
Program Coordinator

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030471

June 4, 2003

Ms. Makaala Kaaumoana
Program Coordinator
Hanalei Heritage River
P.O. Box 1285
Hanalei, Hawaii 96714

Dear Ms. Kaaumoana:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. Despite whatever definition of "scenic stop" one uses, we have never misrepresented the scope of the project. In all of our meetings with the community and with large and small groups and individuals we have disclosed that the project would involve a parking lot with about 60 spaces, a visitor center that would include displays, bookstore and restrooms, a maintenance shed, landscaped areas and overlooks. The Draft EA included a description of the physical and operational characteristics of the project for the purposes of the EA.

The AASHTO definition of a scenic overlook that was referenced does not mean comfort and convenience facilities cannot be part of the amenities of a scenic stop.

2. The North Shore Development Plan Update (December 1980) does not address the proposed scenic stop. Therefore, we can find no recommendation that places this type of public facility next to Princeville Airport. We find that the proposed project would not be inconsistent with any of the goals and objectives provided in the Plan Update or with the North Shore Development Plan Ordinance. The discussion herein provided will be included in the Final EA.

3. Although most of the project site is in the State Conservation district, Resource Subzone, the Hawaii Administrative Rules allow development in the Resource Subzone for certain public uses. A zoning change is not required.
4. The assumption that 500,000 people annually may visit the scenic stop is not in itself a significant impact that would require preparation of an environmental impact statement (EIS) according to State and federal law. Please see Chapter Four of the Draft EA regarding what constitutes a significant impact.
5. Princeville Corporation has the right to plan future development of its land holdings, even though you may not agree with the level of public involvement used to prepare the plan. For your information, completion of the master plan does not indicate government endorsement. Elements of the Princeville Resort Master Plan were shown in the Draft EA to show future possible land uses, which may be developed with or without the proposed project.
6. There are no active hiking trails in the vicinity of the project site, nor does the Service propose to develop hiking trails along the ridgeline, or between the proposed scenic stop and the Refuge. If neighboring landowners propose to use the project site as part of a trail system, they would have to apply for a Special Use Permit from the Service. In addition to requiring public notice concerning such use, the Service would evaluate the effects of the proposal on the environment and scenic stop operations.
7. The proposed scenic stop project is separate undertaking from the Hanalei NWR management plan. The management plan update is not needed to determine whether the scenic stop project would have an adverse affect on Federal Trust species on or off the Refuge. Endangered Species Act Section 7 consultation was completed, as described in Section 2.2.3 of the Draft EA. Also, the Service is required to prepare a compatibility determination for this project to ensure that the project does not interfere with or detract from its mission and purpose of Hanalei NWR.
8. The Service has scheduled to begin preparing the Refuge Comprehensive Conservation Plan (CCP) in 2007. An approved CCP is not required for the Service to participate in the proposed project, and there is no compelling reason to delay the scenic stop project based on the timing of the Refuge CCP. The Final EA will sufficiently describe the project and potential impacts so that the Service is able to analyze the project's compatibility with the Refuge.
9. Section 2.3.3 of the Draft EA covers the Environmental Justice provisions for federal agencies.

Ms. Makaala Kaaumoana
Page 3
June 4, 2003

10. The Service does not anticipate that tourists visiting the proposed scenic stop would be enticed to use Ohiki Road and trespass into the Refuge. Visitors to the scenic stop will be provided with information about the Refuge, and the availability of official guided tours. In addition, Ohiki Road is less visible from the proposed overlooks than from the existing overlook.
11. The Draft EA identifies the valley as a significant cultural resource in terms of its unique visual characteristics, history and present use for taro cultivation and refuge. Therefore, throughout Chapter Two of the Draft EA, impact analyses considered the cultural, environmental and social setting of Hanalei Valley.
12. Section 2.3.6 of the Draft EA described the potential visual impacts of the project from the valley floor. This section did not include discussion of visual impacts from the Princeville Ag Subdivision. This will be included in Section 2.3.6 of the Final EA. For your information, Pooku Heiau and vegetation blocks the view of the project site from much of the subdivision. At locations where the project site can be seen, the Princeville Shopping Center and other buildings can also be seen. We agree that scenic views from the valley floor should be protected. Please see Section 2.3.6.3 of the Draft EA for further details.
13. We inadvertently failed to disclose sufficiently in the Draft EA that Service biologists visited the project site early in project planning and did not find evidence of native, threatened or endangered fauna. However, in response to your comment, as well as other similar comments, Service biologists undertook another site visit. In addition, supplemental Intra-Service Section 7 consultation pursuant to the federal Endangered Species Act (ESA) was conducted to augment the Section 7 consultation initiated by the Federal Highway Administration.

The Section 7 consultation with the Service included four species of Hawaiian waterbirds, the Hawaiian hoary bat, nene, Newell's shearwater and Hawaiian dark-rumped petrel. Please see Section 2.2.3 of the Draft EA for further details.

The Hawaiian owl, or pueo, is not listed as a federal trust species under ESA. It is listed as a State of Hawaii threatened or endangered species on Oahu, but not for Kauai. The Department of Land and Natural Resources, Division of Forestry and Wildlife, was contacted during project scoping (see Appendix A of the Draft EA) and was consulted regarding this comment and they had no concerns. This species was not observed during the Service site visits.

14. As described in Section 2.1.3 of the Draft EA, erosion control measures, or Best Management Practices, will be employed during construction to prevent excess sedimentation from affecting the valley wetlands and river. As described in Section 2.2.2 of the Draft EA, stormwater from the parking lot would be designed to flow towards Kuhio Highway. Stormwater on Kuhio Highway in the vicinity of the project site is channeled to a pond in Princeville Golf Course, which serves as a retention basin.
15. The Service has estimated that the scenic stop would attract approximately 1000 to 1100 visitors a day, and that an average of \$2 per visitor would be spent at the bookstore. The Service believes that revenues generated by the bookstore would be sufficient to maintain and operate the scenic stop. If revenues are insufficient, the Service would seek funding from other sources.
16. The Service estimates the scenic stop would handle about 900 visitors per day, arriving in approximately 360 vehicles. Tour buses would carry an additional 100 to 200 per day. The existing condition of Kuhio Highway fronting the proposed scenic stop allows for an intersection with more than enough storage space for the number of left turning vehicles expected to enter and exit the facility. Therefore, the level-of-service of through traffic on the highway would not be affected. This was explained in Section 2.3.4 of the Draft EA.
17. Sections 2.3.2 and 2.3.5 of the Draft EA include discussion of cultural resources at and in the vicinity of the project site. For your information, Act 50 amended Chapter 343 of the Hawaii Revised Statutes (HRS) in the following manner (statutory material repealed is bracketed; new statutory material is underscored):
- "Environmental impact statement" or "statement" means an informational document prepared in compliance with the rules adopted under section 343-6 and which discloses the environmental effects of a proposed action, effects of a proposed action on the economic [and] welfare, social welfare, and cultural practices of the community and State, effects of the economic activities arising out of the proposed action, measures proposed to minimize adverse effects, and alternatives to the action and their environmental effects.
 - "Significant effect" means the sum of effects on the quality of the environment, including actions that irrevocably commit a natural resource, curtail the range of beneficial uses of the environment, are contrary to the State's environmental policies or long-term environmental goals as established by law, or adversely affect the economic [or] welfare, social welfare[.], or cultural practices of the community and State.

Ms. Makaala Kaaumoana
 Page 5
 June 4, 2003

The change in the definition of "significant effect" is relevant to the project's current environmental review process because of our anticipated Finding of No Significant Impact (FONSI). Through consultation with the State Historic Preservation Division, the Office of Hawaiian Affairs and the public, we know of no cultural resources or practices on the project site. We acknowledge that Hanalei Valley is a valuable cultural resource, which of course is one of the major reasons the project is being proposed. We will do what is necessary to protect this resource, while providing the public with an opportunity to view and learn about the valley and the Refuge.

18. Potential impacts to Pooku Heiau were described in 2.3.5 of the Draft EA. The archaeological inventory survey conducted for the project concluded that the project site does not contain any part of Pooku Heiau. The State Historic Preservation Division (SHPD) concurred with this assessment. The possibility that Pooku Heiau has a connection with two other heiau in the valley explains the eastern visual orientation of the heiau disclosed by the project's archaeological consultant. As described in Section 2.3.5 of the Draft EA, the proposed project would not affect this view. The other comment about processional pathways was also provided by the Kauai Historic Preservation Review Commission (KHPRC), who noted that one of these paths may have gone through the project site. However, the inventory survey conducted for the project found no evidence of such a path.

For your information, the SHPD concurred with the Federal Highway Administration's determination that the project will have "no adverse effect" on the heiau in accordance with the National Historic Preservation Act.

19. Please see response to Comment 17 and 18. Figure 2-5 of the Draft EA shows the historic properties near the project site.
20. We do not anticipate secondary impacts to historic properties in the Hanalei National Wildlife Refuge Historic and Archaeological District (see response to Comment 8). With regards to potential secondary impacts to Pooku Heiau, the KHPRC also had a similar concern. We will consider several options to prevent visitors from venturing beyond the boundaries of the scenic stop, such as landscaping and/or fencing if necessary. Access to the heiau will still be available from Kapaka Road.
21. An EA, or even an EIS, is not required to gauge or estimate the level of community support for or opposition to a project. The purpose of our public involvement activities, which included both large and small group meetings, is to gather input about the project and its potential environmental effects.
22. The purpose of the project was described in Section 1.2 of the Draft EA. The project is proposed to provide benefits, such as providing residents and visitors with an enhanced overlook and the provision of environmental and cultural information about Hanalei Valley and Refuge.

Ms. Makaala Kaaumoana
Page 6
June 4, 2003

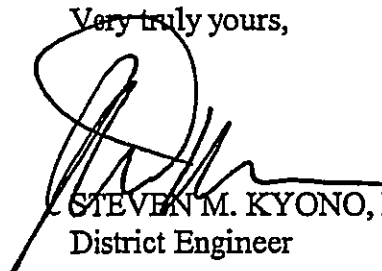
HWY-K 4.030471

Throughout the letter, you state an opinion that an EIS is the appropriate environmental review document in accordance with HRS Chapter 343 and the National Environmental Policy Act. After thorough review of all the comments on the Draft EA, including the comments you have thoughtfully provided, we have not received any new information that would change our finding that an EA process remains the appropriate form of environmental documentation. We respectfully disagree with your position.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.



NOV 26 2001

November 23, 2001

Mr. Steve Kyono
District Engineer
State Department of Transportation
3060 Eiwa Street, Rm. 205
Lihue, HI 96766

Mr. Abraham Wong
US Department of Transportation
Federal Highways Administration
PO Box 50206
Honolulu, HI 96850

Re: Draft Environmental Assessment, *Hanalei Valley/National Wildlife Refuge Scenic Stop*

Gentlemen:

Thank you for the opportunity to comment on the subject document. We appreciated receiving adequate copies for review. Attached are the comments from the Hanalei Roads Committee.

Sincerely yours,

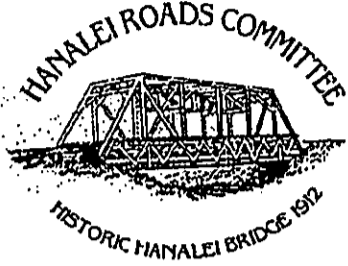
Barbara Robeson
Co-chair

Brian Hennessy, P.E.
Co-chair

C: Office of Environmental Quality Control, 235 S. Beretania St., Suite 702, Honolulu, HI 96813
Clyde Shimizu, Parsons Brinckerhoff Quade & Douglas, 1001 Bishop St., #3000, Honolulu, HI 96813
Don Hibbard, DLNR, 601 Kamokila, Honolulu, HI 96707
George Kalisik, Planning Department, County of Kauai, 4444 Rice Street, Lihue, HI 96766
Kauai Historic Preservation Review Commission, County of Kauai, 4444 Rice Street, Lihue, HI 96766
Senator Jonathan Chun, State Capitol, Honolulu, HI 96813
Representative Hermina Morita, State Capitol, Honolulu, HI 96813

The Hanalei Roads Committee advocates preservation of the pace and scale of the Hanalei Heritage Road, protection of rural, environmental and scenic values, and continued safety and convenience of present and future generations

HANAIEI ROADS COMMITTEE
Post Box 369 Hanalei, Hawaii 96714
(808)-826-9370
hanaleiroads@hotmail.com



November 23, 2001

ADDENDUM TO COMMENTS *DL*

Draft Environmental Assessment:
Hanalei Valley/National Wildlife Refuge Scenic Stop

1.5 Alternatives Considered But Rejected

1. The DEA considered and rejected several alternatives for "scenic stop" locations. However, alternative locations were not considered for a "visitor-cultural center".
2. Thus, the DEA is inadequate and incomplete according to HRS 343, and an Environmental Impact Statement is required.

The Hanalei Roads Committee advocates preservation of the pace and scale of the Hanalei Heritage Road, protection of rural, environmental and scenic values, and continued safety and convenience of present and future generations

HANAIEI ROADS COMMITTEE
Post Box 369 Hanalei, Hawaii 96714
(808)-826-9370
hanaleiroads@hotmail.com

**Public Comments: Draft Environmental Assessment, Hanalei
Valley/National Wildlife Refuge Scenic Stop**

3 The Hanalei Roads Committee has read and evaluated the Draft Environmental Assessment (DEA) and based on the following analysis and evaluation, we believe an Environmental Impact Statement is warranted.

To begin, we would first like to voice serious concern about the proposed project's title. The description and evaluation of the project in the DEA does not match its title, *Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop*.

The proposed project is inconsistently and interchangeably described throughout the document as a Scenic Stop, Regional Visitor Center, Visitor Center or Visitor-Cultural Center. According to the AASHTO "Green Book"¹, a Scenic Overlook (like the existing Hanalei Overlook) is described as "a roadside area provided for motorists to park their vehicles, beyond the shoulder, primarily for viewing the scenery or for taking photographs in safety. Scenic overlooks need not provide comfort and convenience facilities."

4 The existing Hanalei Overlook clearly fits the above description of a "Scenic Stop" but the facility described in the DEA does not. The fact is, that the DEA title tends to mislead and lull the casual reader into believing the proposed project is of less magnitude and impact than what is actually being proposed, i.e., a Regional Visitor Center complete with rest rooms, commercial book store and gift shop, maintenance facilities, open air pavilions for classes, educational and cultural interpretive displays, gardens and a large paved bus and passenger vehicle parking area, that may be expanded to include additional visitor services in the future.

Consequently, starting with the very basic, a misleading title versus an actual description, the DEA does not meet the standard for full disclosure and potential significant impacts. Thus, it is the Hanalei Roads Committee's finding that an **Environmental Impact Statement is warranted and is required.**

¹ American Association of State Highway and Transportation Officials. *A Policy on Geometric Design of Highways and Streets*. 1994. pp. 308-309.

SUMMARY OF OVERALL CONCERNS

Providing informed public comment is difficult because full disclosure of all relevant facts about the are not forthcoming. Missing from and/or inadequately described in the DEA is information on the following points.

- Secondary Impacts: No full disclosure or discussion on the extent of secondary impacts caused by potential increased activity of vehicular and pedestrian traffic entering the Hanalei Valley, Refuge or Hanalei Town.
- Secondary Impacts: No meaningful discussion of how secondary impacts will affect the biological, air quality, noise, land use, social and cultural, traffic, historic properties, and visual and aesthetic attributes in extended neighborhoods of the Refuge, Valley and Hanalei Town.
- Secondary Impacts: No discussion of how this project relates to other projects being contemplated by the Refuge (trails and hiking, Rice Mill tours, etc.). How this relates to the Refuge's current Master/Management Plan. How this project is being segmented from other projects planned for the Refuge.
- Segmenting: Lack of full disclosure and discussion about USFWS "promoting visitor service programs" in the Refuge. What is being proposed?
- Secondary Impacts & Segmenting: No discussion of how this project relates to several other roadway corridor projects currently in progress or being planned for Route 560, Kuhio Highway (Princeville to Ke'e).
- Segmenting, Disclosure: Expanded and/or future activities or programs at the proposed facility. What is being proposed or planned?
- Cultural Impact Statement: No cultural impact statement, including the context of this project within the Hanalei Valley area and the relationship of Po'oku Heiau with other archaeological and cultural elements in the vicinity.
- Environmental Justice: The DEA did not include Environmental Justice issues related to secondary impacts.
- Complete and Balanced Analysis: No "needs assessment" was prepared for the proposed project.
- USUSFWS Mandate: No description of how this project relates to or meets USFWS's mandate to "conserve endangered and threatened species of Hawaiian waterbirds."
- Inconsistent Statements in Meetings: See Appendix A. During the scoping phase, inconsistent statements were given to various community and interests groups concerning the future of the existing Hanalei Overlook.
- Public Comment Omission: Information and report submitted to consultant by *Limu Coalition* regarding traffic impacts at the existing Hanalei Overlook were omitted from the DEA.

5

Segmented Project

6 | No map was provided that integrates the yet-to-be-fully-disclosed "visitor service programs" of the Refuge into this content. Such a map should include tours into Refuge, tours of Rice Mill, hiking trails, walking path connecting the existing Hanalei Overlook with the proposed project, and other planned or anticipated projects. Again, this relates to analyzing the proposal and its impacts in a larger more comprehensive project. And as such, the full scope and magnitude of each element needs to be disclosed and evaluated cumulatively.

Significant Impacts

7 | The DEA anticipates a Finding of No Significant Impact (FONSI). However, under NEPA, the determination of "significance" depends on the question of "context" and "intensity", and how each relate to one another. The DEA fails to address, and therefore fails to disclose, the secondary impacts caused by intensified uses within Hanalei Valley and/or how such use intensification might affect the Hanalei area as a whole, i.e., relate with the "context" of a more comprehensive assessment.

The DEA states that the facility would promote visitor services programs of the Refuge (pp. 1-3, 2-38). What are those "visitor services programs" of the Refuge? There is no current updated Refuge Master/Management Plan to fully disclose what those visitor services programs might be. The DEA mentions hiking trails and tours. What other programs are being planned?

8 | Also mentioned on page 2-38 are the sponsoring agencies and Princeville Corporation's willingness to expand public uses of the proposed "scenic stop" beyond environmental education about Hanalei Valley. Anticipated future expanded uses and services are connected to this proposal and need to be fully disclosed now, and not segmented out with a promise of disclosure sometime in the future.

9 | The DEA states the purpose of Hanalei NWR is to conserve endangered and threatened species including the four species of endangered Hawaiian waterbirds now found in the Refuge (p 1-4). How does this project help fulfill that purpose?

DESCRIPTION OF THE PROPOSED ACTION

10 | The DEA mentions Princeville Development's preferences for site selection, but the document does not disclose the Department of Transportation and USFWS's criteria for selecting this particular site. Explanations provided in public meetings ranged from, "we won a contest" to, "we made an application" for the project.

10 The public is still unclear how this project evolved, what were the standards and criteria used to secure funding and the "go ahead" to prepare the DEA.

11 The DEA fails to disclose the relationship between the National Wildlife Refuge System Improvement Act of 1997 and the stated purpose of the Hanalei Refuge to protect endangered waterbirds and the construction of a facility that USFWS is not able to operate on its own, but must be operated by a "yet to be designated" third party.

1.2 Project Purpose

The purpose of the project is to provide greater opportunities for the public to view and appreciate the picturesque Hanalei Valley. According to the DEA the current Overlook does not provide adequate viewing opportunities of the valley, and has:

- 12
- Inadequate parking;
 - Uncontrolled vehicular access;
 - A viewing area too close to Kuhio Highway; and
 - Limited opportunity for informational displays.

The above stated purposes conflict with information provided to the public over the past three years regarding the purpose of the project (see our comments in Comments and Coordination section). It is also unclear how or why the project metastasized from a scenic stop to a regional visitor center.

13 The DEA states that USFWS indicated a willingness to expand functions of the proposed project beyond environmental and cultural education about Hanalei Valley. Those additional functions should be disclosed and described.

1.3 Project Description

14 The DEA contains inconsistent and schizophrenic descriptions of project. It is alternately referred to as a Scenic Stop, a Regional Visitor Center, Visitor Center or a Visitor-Cultural Center. Since the intent from documentation contained in the DEA and in the Appendix that it is intended for regional use, we will refer to the project as a Regional Visitor Center (RVC) in our comments.

15 Apparently, the idea for the morphing of the project's title from a "visitor center" to "visitor -cultural center" was motivated by suggestion from the Kauai Visitors Bureau's Marketing Committee who thought the Hanalei community would react more favorably, and the project would seem less commercial, if the "new scenic stop" be called a "cultural center" rather than a "visitor center" (Appendix A).

- 16 The USFWS would operate the RVC and would have the management oversight and authority to open and close its parking and viewing areas. In order for USFWS to accept the land donation and RVC, it would have to be self-supporting. It is proposed that a non-profit would operate the facility, with profits being used to maintain the facility.
- The DEA does not disclose what contingency plans are proposed if the non-profit scheme fails.
 - Undisclosed are the USFWS criteria for acceptance of the RVC facility without the ability to maintain it on its own.
 - It is not disclosed how this RVC fits into the Refuge's current Master/Management plan.

- 17 Source of Funding - Construction
A detailed breakdown of the estimated overall construction costs is not provided (p 1.13), nor is the source of funding (i.e., design, highway intersection, site preparation and building construction).

- 18 Source of Funding - Operations
As outlined in the DEA, USFWS will not accept, and cannot operate the facility unless it has income from gift shop sales to subsidize operations. It is not clear from the DEA why or how, or even if, a public entity is willing to accept a facility that USFWS themselves are unable to operate and maintain. The DEA did not include a section on the applicable regulations and laws that apply to all involved entities in the operations and management, and a discussion of how those rules and regulations will met.

1.4 & 1.5 Alternatives

- 19 There was no meaningful discussion or study of the alternatives. The DEA focuses on Princeville Development's needs and requirements, rather than on the public need for "improved viewing opportunities" of the Hanalei Valley.
- 20 This section cites the purpose of the project as: inadequate parking, uncontrolled vehicular access, a viewing area that's too close to Kuhio Highway and the limited opportunities for informational displays. But merely citing does not necessarily translate to justification. The DEA did not examine the alternative of using other USFWS land bordering Kuhio Highway and the Refuge that
- 21 could/would also meet the project purpose (i.e., a portion of USFWS land directly across from Princeville's main entrance).

2.1 Construction Impacts

2.1.1 Air Quality

- 22 | The secondary impacts from increased cars and other traffic impacts was not discussed (i.e., vehicle emissions, petrochemical runoff, etc.)

2.1.2 Noise

- 23 | Post construction noise impacts in the Valley and Refuge were not discussed. We disagree that the only noise would be vehicular noise at the project site. It is unknown what noise impacts there would be in the Valley and Refuge from the project. Also unknown, are the noise impacts created by additional vehicular traffic on Ohiki Road and the potential negative impacts such noise may have on the wildlife.

2.1.3 Water Resources

- 25 | It is stated that sedimentation from the construction site flowing down the north ridge of Hanalei Valley that is not deposited on the valley wall would flow into the refuge, taro wetlands, and possibly Hanalei River. A NPDES permit is not required because the current proposed project area is under five acres (p 2.2). However, the DEA states that the total area of land donated will be six acres. Is the project being segmented to avoid full disclosure and enable permitting loopholes?

2.1.4 Solid Waste Management and Hazardous Waste

- 26 | Where are the fill sites where excavated construction materials would be disposed? We are concerned the site may contain contaminants from previous uses (petrochemicals from equipment, pesticides, other hazardous wastes, etc). The DEA should have identified and disclosed possible hazardous wastes and contaminants so that the public would be aware of any such materials, and make informed comments.

2.1.5 Historic and Archaeological Resources

- 27 | The DEA did not provide a map indicating the proximity and relationship of Po'oku Heiau and the proposed project. Is the outer boundary of the three-acre/six-acre project site 1500 feet from the outer boundary of the Pooku two-acre site? The "1500 feet" is not in context of the project.

2.2 Physical Environment

2.2.3 Botanical Resources

Fauna

28 There was no fauna study of the subject area. The rare Pueo species and Hawaiian Hoary Bat are known to inhabit the project area, but they were not mentioned. The DEA makes the self-serving statement that the study area (although no study was conducted) is adjacent to an urban area (p 2-8). The "urban area" mentioned is across Kuhio Highway from the proposed project site. The project is located on Conservation land adjacent to a wildlife refuge and discussion and disclosure of any potential impacts should not be minimized. Though perhaps "fauna species likely to be found on the project site are also regionally abundant or would adapt to the new land use" (p 2.10), it does not minimize the necessity to investigate and address what's on the site.

Threatened and Endangered Species

29 The DEA states that the USFWS will plant native species on the project site and on page 2-10, it is stated that *nene* feed on native plants. This inconsistent statement needs clarification. By planting native plants are *nene* being attracted and consequently endangered?

30 In the meeting on November 9, 1999 (Hanalei Community Association) the project site was described as a "flyway for shearwaters". The current and anticipated takes should be discussed in the DEA.

2.2.4 Air Quality & Noise

31 The DEA did not discuss any post construction secondary impacts in the Refuge.

2.3 Social Environment

2.3.1 Land Use

- 32 • 1990 census data is used although 2000 census data was available.
- 33 • Princeville Resort Master Plan is the developer's plan and is not an officially adopted County of Kauai land use/development plan.
- 34 • The project site is not identified on the General Plan maps nor is it designated for the proposed commercial uses.
- 35 • The DEA does not mention the North Shore Development Plan Update or examine how it relates to the proposed project.
- 36 • The proposed project induces incremental urbanization without redistricting by the Land Use Commission.

- 37
- The project promotes strip commercialization and urban sprawl in a previously undeveloped area.
- 38
- There is adequate commercially zoned land in close proximity to the proposed project site that would accommodate a visitor center. This was not addressed in the DEA.

2.3.2 Social and Cultural Impacts

- 39
- The DEA uses 1990 census data in this section. This section should be updated, and related sections corrected as necessary.
- 40
- The master plan for Haena State Park includes a cultural center at Ke'e. How does this RVC relate to the proposed cultural center at Ke'e?
- 41
- The DEA anticipates more than 500,000 tourist visits per year, yet states the facility would generate a "small amount of economic activity." Calculating gift shop sales at *only* one dollar per visitor could generate over \$500,000 per year for the facility. Therefore, we disagree that the purpose of the proposed project is to "provide greater opportunities for the public to view and appreciate the picturesque Hanalei Valley" when it is clearly anticipated as a large commercial enterprise. It is also not explained how the profits that exceed operating costs will be spent.

2.3.3 Environmental Justice (Executive Order 12898)

- 42
- Environmental Justice issues related to secondary impacts of RVC visitors attracted to and entering the Hanalei Valley and Town were not discussed.

2.3.4 Traffic Impacts

- 43
- We are concerned that one motivation for this project may be to close the existing Scenic Overlook in order for Princeville Development to re-configure the shopping center entrance. The DEA should disclose any plans to close the existing overlook and relocate the existing shopping center entrance across from the existing Hanalei Overlook.

No Traffic Study Conducted

- 44
- There were three open-to-the-general-public community meetings for this project: November 9, 1999 with the Hanalei Community Association, and Public Informational Meetings on August 29, 2000 and November 2, 2000. At all three meetings, the purpose given for the project was traffic safety issues. The same answer was presented at a fourth meeting with the Hanalei Roads Committee on April 19, 2001. However, no traffic study was conducted to support this assertion, nor was any traffic study conducted to determine traffic impacts at the proposed new highway intersection.

Crash Data

45 The DEA provides traffic data from the HDOT regarding vehicle collisions in the area (p 2-19). The statement implies that the crashes were at the existing Scenic Overlook, when they were actually at the Foodland entrance area. Also, an EA should not include factual data, not "suspected" data (re: "suspected that many minor collisions are not reported"). Traffic counts submitted to the consultant prior to the DEA's publication by *Limu Coalition*, a public interest group, were omitted from this report.

Traffic Impacts

46 The DEA anticipates 1500-1700 people per day visiting the RVC. What percentage of the annual 500,000 to 600,000 visitors will ingress and egress the Refuge and in the upper Hanalei Valley via Ohiki Road? What will the impacts be on aquatic, biological, historic, archaeological, scenic, and other resources in the Valley? What will the impacts of such a large number of annual visitors be on the historic highway corridor from Princeville to Ke'e given its narrow lanes, one-lane bridges, and rural lifestyle?

2.3.5 Historic Properties

47 No Cultural Impact Statement included. The DEA did not describe the effect of secondary impacts on historic properties in the Hanalei Valley or Refuge. It could logically be expected there would be secondary impacts on historic resources from visitors travelling into the Refuge on trails and paths, and then travelling beyond on Ohiki Road. The lack of a current Master or Management Plan for the Refuge further deteriorates the understanding and evaluation of the impacts. There is no map showing the relationship of this project to all historic properties in the vicinity. An Environmental Impact Statement should be required for this project.

Cultural Impact Statement

48 This section states "the public was specifically asked about archaeological, historic and cultural issues possibly affecting the project site" (p 2-21). It is not enough to suggest no one brought forth information: applicants must actively seek input about cultural practices and impacts in the area under consideration for development. The Office of Hawaiian Affairs specifically asked that be a cultural impact statement prepared, yet none was included in the DEA.

Po'oku Heiau

49 Po'oku Heiau was removed from the Hawai'i Register of Historic Places in 1979 due to a procedural error. Since the site is still "eligible" for the Register, it qualifies for the same level of review and protection as if it were on the Register.

Also, according to Bennett² the "enclosed heiau is about two acres in area. Of *luakini* class, terraced down on all sides from the central platform" (p 2-21). The extent of the terracing outside the heiau and its proximity to the proposed site should be evaluated and discussed.

49 The DEA dismisses the importance of Po'oku Heiau and calls it "a natural landscape feature" although there have not been any extensive archaeological excavations at the site. According to a July 1999 report prepared by USFWS³, Po'oku Heiau "probably functioned as the most important heiau for the Hanalei Ahupua'a and perhaps one of the most important for the whole Halele'a District." Po'oku's connection and relationship with the three other heiau in the vicinity and the possibility of cultural processional avenues on the site should be addressed. A Cultural Impact Statement is required for this project.

Other Historic Sites

50 The Haraguchi Rice Mill and Hanalei Bridge were not mentioned in the DEA report. The "Hanalei Heiau" was not mentioned nor was it's relationship to Po'oku Heiau and the other heiau in the Valley (see McMahan comments). There may be secondary impacts on these historic properties that should be disclosed and discussed.

Cultural Landscape

51 The Hanalei Valley has been identified as a Cultural Landscape and the DEA does not discuss what direct and indirect impacts the RVC will have on it. Impacts are both from the proposed project area and to the project area. Elements of historic views and the cultural landscape are seen from the Valley rim looking down, and from the Valley floor and along the historic road corridor looking up. This was not discussed, as no view plane study was conducted.

Section 106 Review

52 The DEA states Section 106 is ongoing, but early assessments indicate that the project would have a "no adverse effect". Since secondary impacts from the proposed project were not adequately described or analyzed, a "no adverse effect" finding cannot be made at this time, and an EIS should be required.

2.3.6 Visual & Aesthetic Resources

53 As previously mentioned, there are views from the ridgeline into the Valley. There are also scenic vistas from the Valley, along the road corridor and Hanalei to the surrounding ridgeline. The North Shore community has a long history of activism in protecting the Valley from negative visual impacts – in the daytime

² Bennett, Wendell Clark. *Archaeology of Kauai*. Bulletin 80, Bishop Museum Press. 1985.
³ US Fish and Wildlife Service. *Hanalei Heiau (50-30-03-760): Inventory and Preliminary Evaluation*. Hanalei National Wildlife Refuge. July 1999.

53 | with structures, and with nighttime lights. Princeville Development's Shopping Center permit, the Mowry subdivision, and the Princeville Ag Subdivision all have conditions dealing with visual blight. No view study was conducted that would fully disclose potential negative visual impacts.

2.5 Permits and Approvals

54 | It was unclear from the information provided if a County subdivision permit will also be required. We didn't find any map indicating the Tax Map or details about this topic.

COMMENTS AND COORDINATION

Public Participation

55 | Post-EA publication, on November 14, 2001, a public "Informational Meeting" was held, whose format was apparently chosen to discourage public participation, discussion and full disclosure of the impacts of the project.
56 | Advertised as an "open house" format, questions were one-on-one, and the public did not have the benefit of hearing general public concerns and questions and answers to those questions. This format isolates public comment, and does not promote full disclosure or an informed understanding of the project.

Appendix A

PB's Meeting Notes

57 | There are inconsistent representations given to various interest groups that met with PB to discuss the project. For example, regarding the existing lookout: meeting with Planning Department ("the existing scenic stop should be closed or blocked from vehicular traffic"; with the Kilauea Neighborhood Association (the decision to close the existing overlook "has not yet been made"); and with Councilman Randal Valenciano ("there are no plans to close the scenic stop").

58 | These same kinds of inaccuracies were also given in public meetings, and led to confusion, inaccurate information about the project, and a distortion of facts and future plans.

59 | We disagree with the representations made to congressional staff members by PB and outlined in the file memo dated July 25, 2001. Mr. Leong asked about groups who opposed the project. The file memo notes that, "The groups opposing the project are based in Hanalei. They include the *Limu Coalition*, the Hanalei Roads Committee and the Hanalei Heritage River." This drastically oversimplifies and inaccurately reflects the concerns of the Hanalei Roads Committee.

59

Those concerns, voiced specifically in all public informational meetings, and in the small group meeting, were that we were not getting a "straight story" about the project. The purpose of the project was originally described and motivated by concerns for safety. It has now transmuted to a large regional visitor facility. The Roads Committee brought up and asked questions about these points at all public meetings issues: segmenting the project, secondary and cumulative impacts. Our questions were not adequately answered, ignored or not answered at the meetings, and remain unanswered in the DEA. We are unable to make an informed decision about the proposed project (or whether or not we support it or not), because we do not have all the facts to do so. We do not appreciate the misrepresentation of our position to Hawai'i's Congressional Delegation as they are always supportive of our concerns and general welfare.

PB's Meeting Notes with Roads Committee

The file memo from the April 19, 2001 meeting with Hanalei Roads Committee is an incorrect and inaccurate report of the meeting, and scope of the concerns and questions asked by the Committee. The Committee had a prepared list of questions. Some of the questions were about the Background, Identification of the "Problem" with the existing Overlook, the Goals of the Project. Some of the questions that remain unanswered include:

60

- a | • What is the scope of the Parsons Brinckerhoff's contract for this project?
[didn't know]
- b | • What is the "problem" with the scenic lookout? [didn't know]
- c | • What is the safety history of the existing lookout? [didn't know]
- d | • What is the safety history of that road stretch? [didn't know]
- e | • What do you know about the accidents, hazards, etc. in this area? [didn't know]
- f | • Why is this project needed? [couldn't answer]
- g | • What are the goals of the project? How were the goals determined? Who determined the goals? [couldn't answer]
- h | • What are the tangible benefits to the community? ["You could possibly have opportunities for cultural education, displays about taro, a high tech facility, fiber optics, educational facilities, Hanalei River displays, distance learning center, video conferencing."]
- i | • Will you send us a copy of the scope of your contract? [yes] NOTE: never received.
- j | • We were told that "we won a contest" to get the money for this project. Will you send us a copy of the contest submittal? [yes] NOTE: never received.

Other Comments & Missing Sections

Cost/Benefit Issues

- 61 | The DEA does not describe how this project will benefit the general public. No
62 | Market Study or Cost/Benefit Analysis were conducted.

63 | The DEA states that Princeville Corporation's use of the property to expand the Refuge and creating a public scenic stop with environmental and cultural education would result in long-term benefits to the community. What studies were conducted to make this determination? This is a misleading and self-serving statement that goes to the projects "benefit", as it relates to Princeville Corporation not the public. The proposed project would certainly benefit Princeville Corporation as a visitor destination area and moreover, would introduce commercial uses on Conservation, Open and Agricultural land designated "prime".

64 | The DEA discusses that USFWS will need about \$60,000 annually to operate the project. How was this cost determined? The facility will not be accepted by USFWS unless it is income producing and operated by a third-party entity. We are concerned USFWS is contemplating accepting property that it can not operate itself but is dependent upon a yet unnamed cooperating entity to do so.

Needs Assessment

65 | No needs assessment study was conducted. The reference to public need comes from the misleading and self-serving statement; "The master plan of Princeville Resort identifies the proposed site as a new Hanalei scenic stop with a visitor center. Princeville Corporation believes that using the property to expand the refuge and creating a public scenic stop with environmental and cultural education would result in long-term benefits to the community" (p 1.3). This is a statement without basis in fact and a community needs assessment should be conducted.

Drainage, Storm Water Runoff

The DEA does not describe:

- 66 |
- The drainage plan for the proposed project. Will the water be collected on site? Storm water run-off from the project site would enter the storm drain system along Kuhio Highway (p 2.7). Is this the Princeville drainage system? Eventually, where will the water go? What streams will be affected?
 - What about pollutants from the large parking area? How will they be contained?
 - The drainage plan for the proposed intersection improvements if adequate? Details need to be provided.

CONCLUSION

67 We disagree with the preliminary Finding of No Significant Impact, for the reasons stated. The DEA does not fully disclose the extent of the project, the surrounding environment is not adequately described, nor are the secondary and cumulative impacts. Without full disclosure, significant impacts cannot be determined. Additionally, this proposal segments the project itself from plans by the USFWS to increase visitor services into the Hanalei Wildlife Refuge. **The document does not meet the criteria as required in HRS 343, and an Environmental Impacts Statement is required.**

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030473

June 4, 2003

Ms. Barbara Robeson, Co-Chair
Mr. Brian Hennessy, P.E., Co-Chair
Hanalei Roads Committee
P.O. Box 369
Hanalei, Hawaii 96714

Dear Ms. Robeson and Mr. Hennessy:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. We assume that the comment is requesting for consideration of an alternative that would place the visitor information center at a site apart from the proposed overlooks. This suggestion is similar to the Alternate Scenic Stop Site alternative discussed in Section 1.5.3 of the Draft EA. The visitor information center would feature interpretive materials about the environment, history and culture of the valley, and therefore, we feel there should be a strong connection between the center and the overlooks. In addition, placing the center on the makai side of Kuhio Highway would require hundreds of visitors a day to either walk across the highway or two parking lots would have to be provided. Placing the center eastward of the project site or beyond the Princeville nursery would require additional property, which Princeville would be reluctant to donate, and it would be more difficult to manage and to avoid adverse impacts to Pooku Heiau and/or Princeville Ag Subdivision. Finally, having all the elements of the project at one site minimizes land disturbance.

Ms. Barbara Robeson, Co-Chair
Mr. Brian Hennessy, P.E., Co-Chair
Page 2
June 4, 2003

HWY-K 4.030473

2. An environmental impact statement (EIS) is an appropriate review document if the proposed project would have a significant impact, as defined under State and federal regulations. We chose an EA process at the beginning of the project because we anticipated a Finding of No Significant Impact (FONSI).
3. After thorough review of all the comments on the Draft EA, including the comments you have thoughtfully provided, we have not received any new information that would change our finding that an EA process remains the appropriate form of environmental documentation for this project under Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act. We respectfully disagree with your position that an EIS is the appropriate environmental review document.
4. Despite the title or whatever definition of "scenic stop" one uses, we have never misrepresented the scope of the project. The Draft EA contained a physical and operational description of the project for the purposes of the EA.

The AASHTO definition of a scenic overlook that was referenced does not mean comfort and convenience facilities cannot be part of the amenities of a scenic stop.

As a point of clarification, the proposed scenic stop will not be the long-planned regional visitor center of the North Shore. The purpose of the project is to develop an improved scenic stop that would provide residents and visitors with an enhanced overlook and the provision of environmental and cultural information about Hanalei Valley and Refuge.

The title of a project is not a basis for requiring an EIS.

5. Responses to these summary comments are provided in individual responses provided below to the full comments of the letter, since the summary comments are repeated and amplified in later comments.
6. The proposed project is not part of existing or future projects in the Refuge, nor will it adversely affect future Refuge management and operations. What was described in the Draft EA is a complete project, and development of the proposed scenic stop is not connected with nor does it commit the Service to implement other actions, or require the Service to manage the Refuge differently. The project's relationship to the Refuge, other than providing panoramic vistas, is the provision of environmental and cultural information and interpretation about the Refuge and valley.

Ms. Barbara Robeson, Co-Chair
Mr. Brian Hennessy, P.E., Co-Chair
Page 3
June 4, 2003

HWY-K 4.030473

The Service has scheduled to begin preparing the Refuge Comprehensive Conservation Plan (CCP) for the Refuge in 2007, as required by the National Wildlife Refuge System Improvement Act of 1997. The Service anticipates that the CCP will address visitor services for the Refuge.

7. Please see response to Comment 6 regarding the relationship of the proposed project and the Hanalei NWR and the CCP process. As stated above, the project does not involve "intensified uses within Hanalei Valley." The proposed project will not affect management of the Refuge, nor will it affect the cultural and environmental resources of the valley or the Hanalei area as disclosed throughout Chapter Two of the Draft EA.
8. Please see response to Comment 4. The Service is open to allowing the dissemination of non-commercial visitor-related information if this does not interfere with the center's basic function. Besides enhanced overlooks and environmental education, there is no other planned public uses of the proposed scenic stop. The text provided in Section 2.4.2.1b (page 2-38) of the Draft EA was not accurate and inconsistent with Section 1.3.2 of the Draft EA. This will be corrected in the Final EA, with the text stating the response herein provided.
9. The proposed scenic stop would promote conservation by educating and informing the public about the status of our native species, including those that are threatened or endangered species, as well as about Refuge management programs and the Service.
10. The project was originally proposed in response to community concerns about uncontrolled and limited access at the existing scenic stop. Princeville Corporation offered to donate a site that was already identified in its master plan as a scenic overlook (see Section 2.3.1 of the Draft EA). We, along with the Federal Highway Administration and the Service, did not have a specific site in mind when the project started. To qualify for Public Lands Highway (PLH) funds, the project has to be within, adjacent to, or provides access to federal lands. We believe the project secured PLH funding because of its public benefits.

11. The Service will operate the scenic stop in compliance with the National Wildlife Refuge System Administration Act of 1966, as amended by the National Wildlife Refuge System Improvement Act of 1997 and all other applicable laws. Although the Service plans to rely on a non-profit organization or other cooperator to provide operational services, the scenic stop will be owned and managed by the Service.
12. From the beginning of the project, we have always disclosed that the project involves participation of the Service, and that in addition to an improved overlook, we plan to use the project site to provide enriching educational opportunities for visitors and residents. This is the same proposal provided in the Draft EA.

We acknowledge that early in the planning process attention was focused on the safety or the uncontrolled access problem at the existing overlook. At several community and individual meetings, varying and opposing opinions on whether or not there is a safety problem at the existing overlook were expressed. In our latter meetings with individuals and organizations, attention was focused on Hanalei Valley and the Refuge as being unique and valuable environmental and cultural resources.

13. The project has not "metastasized" to the long-planned visitor center of the North Shore. Please see responses to Comments 4 and 8.
14. We apologize for any confusion. We will try to eliminate any inconsistencies in the Final EA regarding terminology. As used in the EA, "scenic stop" refers to the entire project and visitor-cultural center refers to the main building proposed within the site. For your information, the Service has requested that the main support buildings be referred to as a visitor information center to dispel any misconception that the project would be a regional visitor center as described in the General Plan.
15. We reviewed the comments we received during our public involvement activities. All the comments were considered in the development of the project, including the comment provided by one of the members of the Kauai Visitors Bureau Marketing Committee. The Service plans to provide cultural information and interpretive materials in the visitor information center because of the cultural importance of Hanalei Valley. Therefore, we chose to use the suggestion for the Draft EA to help convey the cultural elements of the project. Also, please see response to Comment 14.

16. The Service evaluated the projected cost and feasibility of managing the scenic stop. Based on their experience with visitor services and facilities maintenance, it is estimated that the scenic stop would attract approximately 1000 to 1100 visitors a day, and that an average of \$2 per visitor would be spent at the bookstore. The Service believes that revenues generated by the bookstore would be sufficient to manage and operate the scenic stop. The Service has indicated to us that if revenues from bookstore sales are insufficient for maintenance, they would seek funding from other sources. The proposed scenic stop project or similar type of action was not addressed in the Master Plan for the Hawaiian Wetlands National Wildlife Refuge Complex (December 1985), which predates the proposal.
17. Section 1.3.3 will be revised in the Final EA to include a breakdown of the estimated costs for major elements of the project as requested. In addition, this section will include potential funding sources as requested.
18. The Service believes that the project is compatible with the purpose Hanalei NWR in accordance with the National Wildlife Refuge System Improvement Act of 1997. The Fish and Wildlife Act of 1956, as amended, authorizes the Service to acquire and maintain recreational facilities. Also, please see response to Comment 16.
19. Alternatives were developed and analyzed, as described in Section 1.5 of the Draft EA. One of the purposes of the EA process is assist in determining whether or not a FONSI is appropriate. Therefore, the project EA focuses on the potential impacts of the proposed scenic stop.
20. The items listed are not purposes, they are constraints that make the existing overlook site unsuitable as a site for the proposed project.
21. The suggested alternative was considered early in the planning process, but we did not indicate it in the Draft EA because it is half the size of either Schemes 1 or 2, and therefore, would not address project objectives. The Final EA will be revised to identify the alternative as one that was considered but rejected.

22. The major impact of construction activities on Kuhio Highway would be on traffic conditions, which is discussed in Section 2.1.7 of the Draft EA. It is possible that traffic delayed by construction activities could act as stationary sources of auto-related air pollutants, similar to vehicles queuing at a signalized intersection. From a regional perspective, the amount of additional air pollutants due to this delay would be minute. At the street level, there are no human activities next to the highway that would be affected by this possible impact. Section 2.1.1 of the Final EA will be revised to include the discussion herein provided.
It unlikely that vehicles delayed by construction activity would act as stationary sources of stormwater-related pollutants. Vehicles would not be delayed long enough, and construction would be suspended during heavy rains.
23. Potential noise impacts that may occur during the operation of the proposed scenic stop were discussed in Section 2.2.4.2 of the Draft EA. This section identifies other potential noise sources than just vehicular noise.
24. Access to the proposed scenic stop would be directly off of Kuhio Highway in Princeville, not Ohiki Road in the valley.
25. The NPDES permit applies only to areas affected by construction, which would be about 3.2 acres. The entire land donation would not be counted when determining NPDES applicability. The Draft EA disclosed the entire project, and the permits required. The project requires an NPDES permit for stormwater discharges because the threshold has been reduced to one acre, which will be disclosed in the Final EA.
26. The disposal site has not been identified. Only State Department of Health approved sites will be considered. A search of environmental databases was conducted (see Section 2.2.1 of the Draft EA) to determine whether the project site might be contaminated by hazardous materials. No records of hazardous materials sites on the project parcel were found. However, if site contamination were to be discovered during construction, there are existing regulations specifying handling, treatment and disposal.

Ms. Barbara Robeson, Co-Chair
Mr. Brian Hennessy, P.E., Co-Chair
Page 7
June 4, 2003

27. Figure 2-5 of the Draft EA provided a map showing the location of Pooku Heiau in relation to the project site. The 1500 feet mentioned in the Draft EA is a rough approximation of the distance between the heiau and the project site. The archaeological inventory survey conducted for the project concluded that the project site does not contain any part of Pooku Heiau. The State Historic Preservation Division (SHPD) concurred with this assessment. Please see Section 2.3.5 and Appendices B and C of the Draft EA. In addition, the SHPD concurred with the Federal Highway Administration's (FHWA) determination that the project will have "no adverse effect" on the heiau in accordance with the National Historic Preservation Act.

28. We inadvertently failed to disclose sufficiently in the Draft EA that Service biologists visited the project site early in project planning and did not find evidence of native, threatened or endangered fauna. However, in response to your comment, as well as other similar comments, Service biologists undertook another site visit. In addition, supplemental Intra-Service Section 7 consultation pursuant to the federal Endangered Species Act (ESA) was conducted to augment the Section 7 consultation initiated by the FHWA.

The Section 7 consultation with the Service included four species of the endangered Hawaiian waterbirds, the endangered Hawaiian hoary bat, the endangered nene, the threatened Newell's shearwater and the endangered Hawaiian dark-rumped petrel. Please see Section 2.2.3 of the Draft EA for further details.

The Hawaiian owl, or pueo, is not listed as a federal trust species under the ESA. It is listed as a State of Hawaii threatened or endangered species on Oahu, but not for Kauai. The Department of Land and Natural Resources, Division of Forestry and Wildlife, was contacted during project scoping (see Appendix A of the Draft EA) and was consulted regarding this comment and they had no concerns. This species was not observed during the Service site visits.

29. The Service has committed to avoid using native plants preferred by the nene as a food source. There are native plants that are not favored by nene, and the Service will manage the site to prevent nene habitation.

30. Please see response to Comment 28.

31. Post construction (or what the commenter refers to as secondary) impacts to noise and air quality were covered in Section 2.2.4 of the Draft EA.

Ms. Barbara Robeson, Co-Chair
Mr. Brian Hennessy, P.E., Co-Chair
Page 8
June 4, 2003

HWY-K 4.030473

32. At the time the census information was collected for the Draft EA, the 2000 data was not available at the census tract and block levels. The availability of 1990 block level data allowed for the reporting of demographic, housing and income information for both Hanalei Town and Princeville. Since then, more detailed 2000 data from the U.S. Census Bureau has become available. The Final EA will be updated with the latest information available.
33. We are aware of the fact that the Princeville Master Plan does not indicate government endorsement of Princeville's planned projects. Elements of the Princeville master plan were shown in the Draft EA so that reviewers would be aware of potential future land uses in the vicinity of the proposed scenic stop regardless of whether the proposed project proceeds.
34. The project site is not identified in the General Plan. However, the General Plan is a guidance document, and is not intended to identify parcel specific projects. The proposed project will not be a commercial venture, it will be a public facility with limited revenue generation for maintenance and operations provided by the bookstore, which will be enclosed within the visitor information center.
35. The North Shore Development Plan Update (December 1980) does not address the proposed scenic stop. Nevertheless, we find that the proposed project would not be inconsistent with any of the goals and objectives provided in the Plan Update or with the North Shore Development Plan Ordinance. The discussion herein provided will be included in the Final EA.
36. The project will not require changes to land use classifications. With proposed mitigation measures, we believe the project is consistent with the current State Conservation District, Resource subzone. Application will be made for a Conservation District Use Permit, as described in Section 2.4.1.2a of the Draft EA.
37. The proposed project will not be a commercial venture, it will be a public facility. As described in Section 2.3.1 of the Draft EA, the proposed scenic stop does not dictate nor is connected to any planned development in the vicinity of the project site.
38. Please see Section 1.5.3 of the Draft EA for a description of this alternative. Also, please see response to Comment 1.
39. Please see response to Comment 32.

Ms. Barbara Robeson, Co-Chair
Mr. Brian Hennessy, P.E., Co-Chair
Page 9
June 4, 2003

HWY-K 4.030473

40. The projects are unrelated. We are not proposing a cultural center. We are proposing a visitor information center that will provide interpretive materials on the natural and cultural resources of Hanalei Valley, the NWR and Hawaii.
41. Assuming that the bookstore profits exceed maintenance and operations costs of the facility, the Service has informed us that the extra funds would be held in reserve for future capital replacements and for Hanalei NWR programs.
42. The provisions of Environmental Justice were considered for the project and we determined that the project would not result in "disproportionately high or adverse" effects to minority or low income populations. Please see Section 2.3.3 of the Final EA for further information.

The Service does not anticipate that tourists visiting the proposed scenic stop would be enticed to use Ohiki Road and trespass into the Refuge. Visitors to the scenic stop will be provided with information about the Refuge, and the availability of official guided tours. In addition, Ohiki Road is less visible from the proposed overlooks than from the existing overlook.

We anticipate that most visitors would spend about 15 to 30 minutes at the proposed scenic stop. This is in contrast to other kinds of attractions on the North Shore, such as Haena State Park, where visitors can spend several hours hiking or enjoying the beach. Therefore, because the proposed Scenic Stop would provide a relatively short-term passive activity, we do not believe that the proposed project would change the number of tourists who decide to stay or tour the North Shore, or change the number of tourists who travel through or to Hanalei Town.

The Final EA will be revised to include some of the discussions herein provided.

43. We are not planning to close the existing overlook. Please see Section 1.4 of the Draft EA. We are not aware of any plans to move the shopping entrance to across the existing overlook.

44. Please see response to Comment 12.

The Service estimates the scenic stop would attract about 900 visitors per day, arriving in approximately 360 vehicles. Tour buses would carry an additional 100 to 200 per day. The existing condition of Kuhio Highway fronting the proposed scenic stop allows for an intersection with more than enough storage space for the number of left turning vehicles expected to enter and exit the facility. Therefore, the level-of-service of through traffic on the highway would not be affected. This is explained in Section 2.3.4 of the Draft EA.

45. The traffic incident information reported in Section 2.3.4 of the Draft EA was obtained from our Traffic Branch. The existing overlook is located at Mile Post (MP) 0.11 of Route 560. The entrance to the Princeville Shopping near Foodland is located at MP 0.05 of Route 560. The traffic data noted the incidents at MP 0.1, which led us to the conclusion that they occurred at the overlook area. Since there may be a discrepancy with these results, the incident information in Section 2.3.4 will be deleted in the Final EA.

We were not aware that the Limu Coalition wanted us to include their traffic survey in the EA. We have apologized to the Limu Coalition in our response to their comments for this misunderstanding. Since the survey results were included as an attachment with their comment letter, it will appear in the Final EA and be part of the official record of the environmental review.

46. Please see response to Comment 42. Adverse impacts to resources mentioned are not expected for reasons provided in our response to Comment 42.
47. Discussion of cultural resources in the study area was provided in Sections 2.3.2 and 2.3.5 of the Draft EA. Please see response to Comment 42 regarding the potential for visitors to enter the Refuge. Please see response to Comment 6 regarding the Service's future Comprehensive Conservation Plan. Figure 2-5 of the Draft EA shows the historic properties near the project site.
48. The request for information made to the public during the first meeting was just a part of the pre-consultation activities conducted for the project to identify potential historic and cultural resources and activities that may be affected by the project. Discussion of cultural resources in the study area was provided in Sections 2.3.2 and 2.3.5 of the Draft EA.

Ms. Barbara Robeson, Co-Chair
Mr. Brian Hennessy, P.E., Co-Chair
Page 11
June 4, 2004

49. Please see response to Comment 27. The FHWA considers Pooku Heiau a historic property, which makes it eligible for protection under the National Historic Preservation Act, and the EA addresses the importance of the heiau. The possibility that Pooku Heiau has a connection with two other heiau in the valley explains the eastern visual orientation of the heiau disclosed by the project's archaeological consultant. As described in Section 2.3.5 of the Draft EA, the proposed project would not affect this view. The other comment about processional avenues was also provided by the Kauai Historic Preservation Review Commission, who noted that one of these paths may have traversed the project site. However, the inventory survey conducted for the project found no evidence of such a path.

Sections 2.3.2 and 2.3.5 of the Draft EA provided a discussion of cultural resources in the project area.

50. The FHWA found that the two historic properties mentioned are outside of the project's Area of Potential Effect. Please see letter from FHWA to the State Historic Preservation Division dated August 31, 2001 in Appendix B. Please see response to Comment 42 regarding potential secondary impacts. Please see response to Comment 49 regarding the Pooku Heiau's eastern orientation.

51. The EA documents Hanalei Valley as a rich and valuable cultural and visual resource. The project's potential visual impacts and mitigation measures regarding Hanalei Valley were discussed in Section 2.3.6 of the Draft EA. Discussion of the viewplane and views from the proposed scenic stop is provided in this section.

52. Please see responses to Comments 27, 42, 49 and 50.

53. We share the same goal to protect Hanalei Valley from adverse visual impacts. Please see Section 2.3.6 of the Draft EA. Street or parking lights will not be used because the facility will be closed at night.

54. The County Planning Department informed project planners that government agencies are exempt from subdivision regulations.

55. We feel that an "open house" format, which was used for the November 14, 2001 public meeting, encourages greater public involvement than regular public meetings. It provides equal opportunity for all to comment in a non-confrontational setting, not just those comfortable speaking in front of an audience. The format can be effective in reducing embarrassment or intimidation by others.

56. In an "open house" format, members of the public are free to interact as they see fit at the meeting, as long as they do not disrupt information gathering and comments by other participants. People may ask others what they think of the project. They can also e-mail, write letters, or arrange meetings to communicate amongst themselves.
57. The comment about closing the existing scenic stop was from the Planning Department, not from the project planners. We did not consider this comment to be the official county position, just the personal opinion of the Planning Department staff who attended the meeting. At the time of many of our small group meetings, we were unsure about our exact plans for the existing overlook. However, we never told anyone during our small group meetings that we plan to close the existing scenic stop.
58. Please see response to Comment 12. We have always been candid and truthful about the project during our public involvement activities.
59. There was no intent to influence the congressional delegation's support for your organization and program. At the time of the meeting we mentioned what we believed to be your organization's major concerns to the best of our knowledge. However, we regret that we represented your position as being in opposition to the project. We now recognize that your position was based on having insufficient information.
60. It is not always possible to answer all the questions provided during our public involvement activities. Nevertheless, we try to record them all. Some of the questions you provide in your comments are not recorded in the file memorandum. If they were mentioned during the meeting, the note taker was not able to record them. We will now respond to each your questions provided:
- a. Parsons Brinckerhoff is contracted to assist us in completing the environmental review process for the project.
 - b. The existing overlook is too small to meet the purposes of the project. Also, access to the overlook is uncontrolled, but this will be corrected regardless of whether the proposed project proceeds.
 - c. Section 2.3.4 of the Draft EA provided incident data obtained from our Traffic Branch. However, there may be discrepancies with these results, and therefore, they will not be included in the Final EA.
 - d. Kuhio Highway in the vicinity of the project site does not have a high number of vehicle incidents.

Ms. Barbara Robeson, Co-Chair
Mr. Brian Hennessy, P.E., Co-Chair
Page 13
June 4, 2003

HWY-K 4.030473

- e. Vehicles have been observed making hazardous maneuvers, such as backing out of the overlook into Kuhio Highway, and braking suddenly to turn into the parking area.
 - f. We feel the project provides benefits, including an up to standard ingress/egress from Kuhio Highway, enhanced visitor scenic viewing experience, and facilities for environmental and cultural information and interpretive materials about Hanalei Valley and NWR that are supportive and compatible with the objectives of the Refuge, and the environmental protection goals of the Service.
 - g. Please see Section 1.2 of the Draft EA.
 - h. Community benefits include a high quality visitor experience and opportunities for enhanced environmental and cultural education. Therefore, we anticipate many of the schools on the island would arrange field excursions to the facility. In addition, in the event of an emergency, the scenic stop could provide a staging area to conduct operations by civil defense authorities as noted by the Kauai Civil Defense Agency (please see letter in the Final EA dated November 16, 2001). The Service has also informed us that they would have no objections of having non-commercial information available, such as information on ocean safety.
 - i. State contracts are public documents, and are available through the State Public Information Office. Project scope and budget information has no relation to our obligation under State and Federal environmental review regulations. Section 3 of the Revised Task Order Scope of Work, dated January 5, 2000, summarizes the scope of work of our consultant: "The Architect-Engineer shall perform all work necessary for the preparation of environmental documents and a conceptual design for the Hanalei Valley Scenic Lookout, Kauai, Hawaii. The A-E shall also assist the HDOT in conducting public meetings for the project."
 - j. Every State may annually submit requests to the FHWA headquarters in Washington, D.C. for PLH funding for various projects. In 1999, Hawaii had two projects that were selected to receive this funding. One of the projects was the Hanalei Valley/Hanalei Wildlife Refuge Scenic Stop.
61. Please see response to Comment 60h.

Ms. Barbara Robeson, Co-Chair
Mr. Brian Hennessy, Co-Chair
Page 14
June 4, 2003

HWY-K 4.030473

62. Government agencies often conduct market studies for projects that need to recover their monetary investments. All costs associated with the development of the proposed scenic stop project do not need to be recouped.
A benefit-cost analysis is not an appropriate evaluation tool for this project. It would be difficult to determine the monetary value of one's enjoyment of breathtaking scenery or learning something about the environment and possibly Hawaiian history and culture.
63. Planning and engineering studies were conducted that determined that the size and location of the proposed site would provide excellent viewing opportunities and would accommodate the proposed facility while still allowing for mitigation of visual impacts from key vantage points in the valley. We believe that the project provides public benefits (see response to Comment 60h). Princeville Corporation has donated property in the past for public benefits, such as the property used for the Princeville Public Library and the police/fire station. As far as we know, Princeville is planning development on only those lands designated for urban uses in the General Plan. Please see response to Comment 37 for additional information.
64. The Service conducted an internal financial evaluation to determine whether revenues from the visitor information center bookstore would be sufficient for operation and maintenance of the facility. Based on experience with a similar operation at Kilauea Point NWR and using conservative estimates, the Service believes that revenues will be sufficient to operate and manage the facility.
65. Please see response to Comment 60f.
66. Section 2.2.2 of the Draft EA provides a description of how stormwater flow from the parking lot and driveway would be designed. Detailed plans would be prepared during the design phase of the project should the project move forward.
67. Please see response to Comment 3.

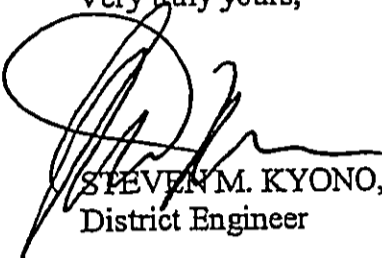
We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

Ms. Barbara Robeson, Co-Chair
Mr. Brian Hennessy, Co-Chair
Page 15
June 4, 2003

HWY-K 4.030473

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

NOV 26 2001



Ke aloha o ko kākou 'āina, 'Ola ka mana kū pa'a. Pānoanoa ka 'āina, Mānoanoa ka po'e.
The Love of our land, is the power for us to stand fast. Rare is the land, many is the people.

November 19, 2001

Steven Kyono
State Department of Transportation
3060 'Eiwa Street, Room 205
Lihu'e, Hawai'i 96766

Abraham Wong
U.S. Department of Transportation
Federal Highway Administration
P.O. Box 50206
Honolulu, Hawai'i 96850

RE: October 2001 Draft Environmental Assessment
Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop

An Environmental Impact Statement is required because this Draft Environmental Assessment is inadequate as our comments outlined below will show:

- 1 • The project has gone way beyond the initial problem of safety at existing lookout. There was no mention of how or why the project grew so large. Why wasn't a needs assessment conducted?
- 2 • If the initial purpose is traffic safety why wasn't a traffic study done and included in the DEA? Without this study it is impossible to evaluate how many cars or buses are anticipated per day/per year or impacts from the proposed ingress and egress, two 600 foot stacking lanes, increased impacts of 1.1 million visitors a year or 1500-1700 visitors a day, impacts to Hanalei residents since this is their only route in or out of their community or on the rural quality of life.
- 3 • The DEA is silent on how this project fits into the State Highways' Master Plan for highway improvements in the Princeville/Hanalei area.
- 4 • The DEA does not discuss the secondary impacts of increased tourists and tourism from this major tourist destination on Hanalei town, the one lane bridges, narrow roads in the valley, other public infrastructure, the valley environment and beaches.
- 5 • The DEA does not address the impacts of urban sprawl created by developing an urban complex in an undeveloped area. The description of the site as being adjacent to an urban area is misleading. There are no urban uses on three sides of the property. Kuhio Highway is on the fourth side.

- 6 | An EIS is needed to evaluate cumulative impacts on the environment and comprehensively plan for the North Shore in order to avoid urban sprawl and piecemeal development such as this visitor center.
- 7 | The DEA misrepresents the proposed facility as a scenic stop when it is a regional tourist destination. The present lookout is a scenic stop.
- 8 | The DEA briefly mentions using the visitor center as a starting point for planned hiking and registration for camping but there is no in-depth discussion of potential environmental impacts from the horseback riding trail shown along the rim in Figure 2-3 or on how hiking, camping, and horseback riding meet the purpose of the project.
- 9 | The DEA mentions that USFWS plans on creating a trail loop but there are no details on potential impacts on the environment, wetlands, endangered bird habitat, or impacts from eco-tourism.
- 10 | There is no evaluation of short and long-term impacts and effects of increased fugitive dust and nitrogen oxide on the Hanalei Valley National wildlife Refuge - the residents, the taro patches, water and stream quality, wildlife, endangered species and their habitat.
- 11 | While the presence of native plants on the site was inferred there was no mention of what type of plants are there, how many there are, where they are located or what will happen to them once construction begins.
- 12 | The proposed site might cause a problem for migratory birds yet a survey was not conducted to see if new activity and lighting would disrupt the flight pattern of any of the 50+ birds that inhabit Hanalei Valley.
- 13 | The DEA does not contain any maps, drawings, or explanation of Pooku heiau beyond T. G. Thrum description that Pooku heiau is "about two acres in area." If the heiau is two acres then the proposed development which is only 1500 feet away will impact the heiau. No boundaries of the scenic stop in relation to Pooku Heiau are provided.
- 14 | The drainage system and environmental impacts within the project site and off site is inadequate.
- 15 | The DEA does not discuss impacts from removal and/or import of soil or fill or how much soil will be excavated or stockpiled.
- 16 | It is hard to believe that a visitor center that is anticipating 1500-1700 visitors a year will not have snack bar or some sort of eating facilities yet there is no mention of food related services in the DEA.
- 17 | While identified as the Educational Pavilion in Figure 1-3 the DEA provides no details on use or size.
- 18 | The purpose, placement or size of the open-air pavilion is neither shown in either Table 1-1 or Figure 1-1.

- 19 The DEA is inconsistent when referring to the design of the buildings. In one instance the public is invited to participate but in a PB September 13, 2000 letter from Jason Yazawa. PBR representative Mr. Duncan reported at a public meeting that "Princeville Corporation is donating the land, and because the site is near the resort they would want the facility to be consistent with the architectural style of the resort." (emphasis added)
- 20 An EIS is needed to provide sketches of the overlook wall or guardrail, where it will be and the view mauka from the valley.
- 21 The DEA does not adequately address infrastructure such as any cost to the public, where water and sewage lines will be placed, how large they will be, wastewater disposal or type of sewage system to be used.
- 22 Rather than dismissing placement of the visitor center at the Princeville Shopping Center a cost/benefit analysis should have been done. If one was done, it should have been included.
- 23 The DEA does not mention if the 6 acres will have to be subdivided from a larger parcel. No TMK was given.

S-5 APPROVALS AND PERMITS

- 24 Why weren't the required "contamination studies" conducted and included in the EA? Why are these studies and a refuge compatibility determination being conducted after the environmental review process? Will the public be notified of the results and have a chance to comment?

Table S-1

Build Alternative

Water Resources

Construction or Immediate Impacts.

- 25 - How will sedimentation from storm water runoff and construction watering be prevented from flowing over the bluff and into Hanalei Valley, wetlands and the stream during construction?

Long-Term or Operational Impacts.T.

- 26 - What methods will be used to ensure that storm water is directed towards Kuhio Highway and away from the bluff?
- Is the existing Kuhio drainage system sufficient to handle the additional storm water and pollutants generated from the site during construction and after build out or will a new drainage system need to be built?
- If a new more extensive drainage system on Kuhio Highway is required when will it be built - before, during and after construction? Why weren't plans included in the DEA?
- An EIS is needed to explain what type of drainage system will be constructed on Kuhio Highway and explain how that system protects the environment.
- Where does the existing drainage system direct storm water?
- Where will the new drainage system direct storm runoff?
- Without knowing what type of drainage system will be constructed or when they will be constructed or where storm water and pollutants will be directed it is impossible to determine impacts to the environment.

Biological Resources

- 27
- Do migratory birds or birds whose habitat is Hanalei Valley use the proposed site and vegetation for resting or feeding?
 - Is the proposed 3 acre site a flight pattern for birds? If so, what birds and how will they be impacted by the proposed development?
 - The DEA fails to mention how or if construction and the new facilities will impact the migratory bird flight patterns.

Air Quality and Noise

- 28
- The DEA fails to mention how construction activities and day-to-day noise generated by a commercial activity will impact the migratory bird and Hanalei Valley bird population.
 - The DEA fails to comprehensively evaluate the cumulative impacts and effects of increased noise from tour buses, cars, maintenance equipment and hundreds of people on the people living below or the bird population that habitats Hanalei Valley.

Land Use

- 29
- If the Princeville Resort Master Plan includes expansion of the Princeville Shopping Center why isn't the visitor center, book/gift shop, restrooms being incorporated into the expansion? This would avoid developing in an undeveloped area and creating urban sprawl.
 - Where will the "new residential subdivisions" be located in relation to the visitor center? What are the cumulative impacts
 - It is not sufficient to say that "The scenic stop... [is not] related to any urban development indicated in the Princeville Resort Master Plan." Each development must not be considered in isolation but the cumulative impacts of massive vegetation removal, hardening of surfaces, traffic congestion and increased use of the area as proposed in the Princeville Master Plan must be taken into
 - An FEIS is needed to address the cumulative impact of the visitor center in relation to other development and activities proposed in the Princeville Master Plan, North Shore Development Plan, Kauai General Plan, Highways Master Plan etc..
- 30

Social and Cultural Characteristics

- 31
- What will be the impacts from the visitor center on people wishing to visit Pooku heiau for cultural purposes? Is there access to the heiau?
 - It is insufficient just to say that, "Hanalei Valley farmers working near the existing overlook would continue to have their privacy compromised by on lookers" when the impact will be magnified by the hundreds. Because the current overlook does not require a long stay and keeps the number of visitors down it doesn't generate the excessive noise and amount of people that will be starring into these farmers lives from the proposed visitor center. It will be like Haunama Bay where thousands of people come by bus, stand at the wall to view the bay. In this case these thousands of people will be starring into peoples lives.
 - It is unsatisfactory to say that only the two farmers closest to the scenic stop will be impacted because we assume that telescopes will be provided to offer the visitor a better view of the enticing features of Hanalei Valley.
- 32
- 33

- 34 | - An EIS needs to be done to adequately evaluate the true impact of the visitor center on the heiau and the farmers.
- 35 | - How would the scenic stop be landscaped to allow for maximum viewing of the valley, which is one of the main purposes, while screening "sensitive areas of the residences"? An EIS is needed to provide renderings showing how this will be accomplished.

Traffic Conditions

- 36 | - How many buses an hour a day are expected? How many cars?
- 37 | - The DEA mentions "auxiliary lanes." How many auxiliary lanes will there be? Are they stacking lanes?
- 37 | - How many buses and cars will each auxiliary lane hold? What is considered adequate storage?

Visual and Aesthetic Resources

- 38 | - How can the new overlook wall and people standing behind it be designed to "blend in with the landscape" when the area is flat? The view from the valley mauka must be respected as much as view of the valley. The DEA did not provide any sketches showing what the wall or guard rail would look like, where it would be placed, or the view mauka from the valley. An EIS must be done to provide this information.
- 39 | - The DEA says that the owner of the land, Princeville, wishes the buildings to resemble the resort architecture. What is that style and is there flexibility in the architectural design?

**Table S-2
Summary of Preliminary Assessment of Project Impacts in Comparison to Significance Criteria**

Criterion

Involves an irrevocable commitment to loss or destruction of any natural or cultural resource.

- 40 | The DEA declared NO significance. We disagree. Much about Pooku heiau remains unknown including its boundaries. Thrum described the heiau as being two acres in area. The project boundary is only 1500 sq. ft. from the heiau as described in the DEA. There are no maps showing the heiau boundaries so the two acres that make up the heiau could very well be within the boundaries of the project site. But that extensive research has not been done or at least not articulated in the DEA. So the potential exists for "destruction of...[a] cultural resource."

Involves substantial secondary impacts.

- 41 | The DEA declared NO significance. We disagree. The DEA is silent on the substantial secondary impacts of this tourist destination on the residents, in particular the residents of Hanalei, whose only access is Kuhio Highway which is proposed to handle 1500-1700 visitors a day or 1.1 million visitors a year. Their transportation needs and concerns have not been dealt with. A major secondary impact that isn't discussed is the increase in tourists and tourism that this tourist destination will bring to their community of narrow one lane bridges, narrow streets, limited infrastructure and rural lifestyle. This is a minority low-

41 | income community and the impact on them from increased commercial activities and tourism will be great.

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

42 | The DEA declared NO significance. We disagree. The cumulative impact on the environment from the proposed tourist destination is great. Other than using Best Management Practices there is no guarantee that storm water and polluted runoff will not flow over the bluff and into the wetlands, taro patches, endangered bird habitat and Hanalei River. The walking path and lookout areas are dramatically increased thus adding to the potential for overflow into the valley.

The creation of impervious surfaces for the visitor center, parking lot and drive way for buses and hundreds of cars, use of mechanical equipment, storage and use of chemicals for landscaping, some night lighting where there is none and hundreds a people a day on a vegetated undeveloped area invites cumulative impacts on the environment.

If this development is allowed to go forward as designed it will encourage more urban sprawl in an area untouched by development.

Substantially affects scenic vistas and viewplanes identified in county or state plans or studies.

43 | The DEA declared NO significance. We disagree. The view from the valley floor up to the bluff is equally as important as the view from the bluff. It adds to the whole rural experience. There is not adequate discussion on the impacts of the visitor center buildings, lookout areas, walkways and other features in relationship to this view.

The DEA does not have any plans showing the layout of the buildings, lookout areas, trails etc. in relation to views from the valley. There is even some discussion on placing the lookouts so they blend into the landscape. Since the site is flat we concluded that meant constructing lookouts in the bluff which would be very visible. You can't hide colored clothing.

Figure 1-3

44 | - Is the trail identified in this drawing the same as the walking paths described on page 1-10? If not, what is the difference?
- If the purpose of the project is to provide "greater opportunities for the public to view and appreciate the picturesque Hanalei Valley...", and the existing stop is too limited in parking and "viewing area too close to Kuhio" and substandard then why isn't the proposed site just considered for parking and viewing? Why are all the other facilities thrown in?

Page 1-9

46 | - The purpose of an EA is to provide all information so that a reader can make an informed decision or comment. The wording that the "restrooms would be sized for arrival by bus" is unsatisfactory. Does it mean that the restroom would be required to have 60 stalls? An informed comment cannot be made if all the facts are not given.

47 - It is unsatisfactory to say that the "restrooms are shown on Figure 1-3 as a separate building from the visitor center [but] it is likely that the center would incorporate the restrooms within a single structure." Does it mean that the restrooms may be or will be move? If the restrooms are incorporated into the visitor center how much does that increase the size of the building?

48 - It is unsatisfactory to identify an open-air pavilion as part of the separate facilities then add that the "function" may be incorporated with the main visitor center structure. Does inclusion of the open-air pavilion "function" enlarge the visitor-center footprint?

Pg. 1-10

49 - The DEA is inconsistent regarding the architectural style of the buildings. This page says the "buildings may be similar to other buildings in Princeville" when other statements lead the reader to believe that the public will have a say in the design. Which is correct?

50 - What material will the lookouts and walkways to the lookouts be made of? Will they be porous or impervious? What are the dimensions of each lookout and the walkways leading to them? Without this information it is impossible ascertain the cumulative impact of hardened surfaces on the environment.

51 - Will any drainage via pipes built into the wall be directed over the bluff at the lookout sites and walkways?
The DEA fails to identify the drainage system for the lookout sites and the extensive walkway system.

52 - The DEA does not explain what is meant by "the overlooks may be set just below the bluff line..." Does this mean that the lookouts would be cut into the hill side? If so, what are the dimensions of the cuts, how much dirt would be removed, where would it be taken, how would runoff into the valley be contained during construction and what is the drainage pattern at these lookouts and the path ways leading to them? How will storm water and sedimentation be prevented from flowing into the valley?

53 - When will the exact location of the overlooks, walkways and placement of buildings be decided? Will the public have an opportunity to respond?

54 - Describe what is meant by "modest signage."

55 - While it is not initially intended for the visitor center to be open at night what are the constraints to prevent future night hours? Or are evening hours considered a possibility in the future?

1.5.1 Platform Extension at the Existing Scenic Stop

56 - One of the reasons given that this option was rejected is because it would not be large enough to accommodate a visitor-cultural center. Why couldn't the visitor-cultural center including restrooms be at the Princeville Shopping Center with the USFWS managing it and gaining the revenue there? Why does the visitor-cultural center have to be on site?

- How would the platform be more visible than the suggested overlooks set below the bluff line at the proposed site?

- How many people would the platform hold and why would they find the platform unattractive? Where are the facts to back up the conclusion on page 1-16, first paragraph.

- 57
- Since a needs assessment was not conducted to see precisely how much the existing lookout is used and how many parking spaces are required, what is the justification to support the finding that "the nominal additional parking provided by this alternative would not justify the construction cost?"
 - The DEA does not explain how this and the other rejected alternatives fail to meet the project purpose to, "provide greater opportunities for the public to view and appreciate the picturesque Hanalei Valley..."
 - The DEA fails to articulate how the proposed scenic stop "support[s] the provisions of the National Wildlife Refuge System Improvement Act of 1997 pertaining to management of public use on refuges" and the other alternatives do not.

1.5.3 Alternate Scenic Stop Site

- 58
- The DEA fails to mention two major advantages of this alternative; 1) being adjacent to existing development it prevents urban sprawl, and 2) infrastructure - sewer, water, communication lines etc. are easily accessible at a lesser cost.
- 59
- Why a design considered that allowed for a left hand turn below the existing lookout thus allowing a right turn into the existing lookout? If so, why was it rejected?
- 60
- If USFWS generates revenue of about \$2.5 million a year (1.1 million tourists annually x \$5.00 spending each) then why couldn't that income cover capital building expenses as well as management?
- 61
- Was a cost analysis done for this site? If so, why wasn't it included? If not, why not?

1.5.4 Alternatives at Proposed Scenic Stop Site

- 62
- Why was the USFWS considered the only viable partner? Couldn't the County or State parks become a partner in maintaining the facilities in either of these alternatives?
- 63
- Other than not having a revenue stream as required by USFWS these sites meet the project objective so why weren't other funding sources considered such as T-21 funds?
- 64
- If the proposed site is consistent with the Princeville Resort Master Plan why wouldn't Princeville Corporation donate the land for use as an expanded scenic stop but without the ancillary buildings?

Chapter 2

Environmental Setting, Impacts and Proposed Mitigation

2.1.1 Air Quality

- 65
- This section fails to address the impacts and effects of fugitive dust and nitrogen oxide on the Hanalei Valley National wildlife Refuge - the residents, the taro crops, water and stream quality, wildlife and endangered species and their habitat - in the short and long term.

2.1.2 Noise

- 66
- We disagree that the nearest noise-sensitive land uses are Princeville residences. This statement completely disregards the human and animal

- inhabitants of the Hanalei Valley National wildlife Refuge.
- 66 - What is the evidence to show that construction noise "is not expected to adversely affect the endangered species of the refuge?"
- The long term impacts from noise at the new scenic stop on the endangered waterbirds in the refuge and migratory birds whose flight pattern might be disturbed is not discussed. An EIS is needed to cover this in-depth.

2.1.3 Water Resources

- 67 - Where would silt curtains, silt fences, dikes or diversions be placed to prevent sedimentation from flowing over the bluff into the refuge, taro wetlands and Hanalei River?
- What are the action plans should sediment flow over the bluff into the refuge, taro wetlands or Hanalei River?
- What are the assurances that the BMPs mentioned will be sufficient to prevent overflow?

2.1.4 Solid Waste Management and Hazardous Waste

- 68 - The DEA fails to address potential fill sites. Where are these sites and why would they be filled? How much fill will be necessary and will dirt or fill material be brought in from off site? If so, how much will be brought in and what material will the fill consist of?
- 69 - Identify the site where the excavated materials will be disposed.
- Are the "good housekeeping practices" only for short term during construction or are they practices that will be followed in the long term?
- 70 - Why weren't the required "contamination studies" conducted and made a part of this DEA? Isn't it more prudent to discover any contamination before property is purchased? Will the public have an opportunity to respond to the findings?

2.1.5 Historic and Archaeological Resources

- 71 - As discussed else where in our comments we are very concerned about the protection of Pooku heiau and the lack of information. It is inadequate to say that 1500 feet is an adequate buffer from construction activities especially when the boundary of the heiau may be within that 1500 feet and beyond.

2.1.6 Flora and Fauna

- 72 - Does the statement "Many of the plant species are introduced..." mean that there are some plants on the project site that are endemic?

2.2 PHYSICAL ENVIRONMENT

2.2.1.2 Potential Impact

- 73 - It is incorrect to say that "The proposed scenic stop would not substantially change the landscape or topography of the project site..." when the area is going from a vegetated natural area to a built urban environment.
- We are unable to address the issue of changed topography because the DEA does answer the questions: how much soil will be removed from or brought onto the site, how much grading will be done, whether the buildings will be at grade or raised, whether lookouts will be set below the bluff line or on the ridgeline, or how the bluff ridgeline will be changed to accommodate a safety railing or rock

- 73 - wall.
 - How will the visitor center be built "to conform to the existing contours" when the DEA shows that the project area is flat with 0-8% slope? What contours will the center conform too?

2.2.2 Water Resources

2.2.2.2 Potential Impact

- 74 - Who pays for the infrastructure to hookup to the Princeville potable water system?
 - Where will piping for the water hookup system begin?
 - What is meant by "sewage...and other wastewater sources would be transferred to Princeville's wastewater system?" (Emphasis added) Does this infer hookup to an existing sewage system or some other method of sewage disposal?
 - Who pays for instillation and construction the sewage and wastewater systems?

2.2.3 Botanical Resources

- 75 - What native plants have been found on the site? Will they be removed, replanted on site or else where or destroyed?
 - If the native plants are not to be removed or replanted explain why.
 - The site is not adjacent to an urban area. Urban uses do not abut three sides of the property. Without a fauna field survey it is impossible to say with certainty that this uninhabited heavily vegetated site does not contain native plants. Especially when the presence of native plants was inferred earlier.
 76 - Without a field survey it is impossible to know if the proposed area is a flight pattern for Newell Shearwaters or Petrel migrating seabirds or habitat for migratory birds.

2.2.3.2 Potential Impact

- 77 - If the USFWS suggested the use of "muted" colored lights instead of white lighting why isn't their use recommended in the DEA rather than hedging by saying that use "would be explored?"

2.2.4 Air Quality And Noise

2.2.4.2 Potential Impact

- 78 - It is incorrect to say that there are no "noise sensitive land uses." The endangered birds whose habitat is below the proposed site are land uses and they are impacted by noise.
 - Since the overlooks and walking paths will encompass a larger area noise levels will extend over a greater area and increase in volume. The DEA does not deal with how the increased noise will impact the wildlife and endangered birds in the nature refuge.
 79 - If farmers working in their fields on the valley floor can hear voices at the present lookout what is the effect and impact when the lookout areas are expanded and noise volume increased?

2.3 SOCIAL ENVIRONMENT

2.3.1 Land Use

2.3.1.3 Potential Impact

- 80 - What is the potential for the visitor center to serve as a "starting point for planned hiking trails" or registration for camping? How do these activities meet the project purpose?
- Under what circumstances would this visitor center whose project purpose is to "provide greater opportunities for public to view and appreciate the picturesque Hanalei Valley" be used as a starting point for planned hiking, horseback riding and camping registration?
- If the proposed visitor center is not needed for Princeville to provide hiking and horseback trails near the bluff line, or to reserve a camping site why were these activities mentioned?
- 81 - If these uses are being considered and anticipated then the DEA must cover the environmental impacts these activities.

2.3.2 Social and Cultural Characteristics

2.3.2.2 Potential Impacts

- 82 - It is stated that a "small amount" of revenue from the bookstore would be generated and used to maintain the facilities. Estimated at about \$60,000 per year.
- Calculating 500,000 visitors a year, each person spending a modest \$5.00 the revenue would be \$2.5 million annually. What will the extra approximately
- 83: \$1.9 million be used for?
- How many visitors presently stop at the existing scenic stop?
- 84 - What are the anticipated impacts on traffic, the highway, other public facilities, air quality, and the residents rural quality of life from 1500 to 1700 visitors a day?
- What are the anticipated impacts to Hanalei town, the one lane bridge, the valley environment and beach areas when more visitors are drawn to this tourist destination and travel beyond?
- 85 - What is the impact on the present visitors rural experience when the area becomes congested and noisy? Will visitors return to their home lands and recall a peaceful country experience or tell of an experience not distinguishable from many others? Not because the views are not breath taking but the commercialism and urban environment of the visitor center is not unique.
- 86 - It is incorrect to say that just because the project site is not located in Hanalei there would be no physical effect on the town since increasing the numbers of
- 87 visitors to the lookout will increase visitors to Hanalei town and beyond.

2.3.2.3 Mitigation Measures

- 88 - It is insulting to place the presentation of the Hawaiian culture at the visitor center as a mitigation measure. Hawaiians are this place.
- 89 - Why is the center called the visitor-cultural center if it hasn't been decided whether the cultural and human history of the valley will be presented at the center?
- 90 - While living the cultural lifestyle the taro farmers will be living in an expanded fish bowl, how unfortunate and invasive. Other than providing landscape

- 90 | screening the DEA has not shown much sensitivity to the farmers plight of visual intrusion and increased noise. An EIS is needed to investigate better ways to shield these cultural practitioners.
- 91 | - Will the mitigation landscaping for the two residences be on the valley floor near their homes or along the scenic stop ridgeline?
- 92 | - It is incorrect to say that the proposed scenic stop would "provide an educational experience of the valley's history..culture and 1200-year practice of cultivating taro" when throughout the EA it is mentioned that the decision has not been made on whether to have cultural displays.

2.3.3 Environmental Justice (Executive Order 12898)

- 93 | - Explain how this federally funded project being built to attract 1.1 million visitors a year, 1500 to 1700 visitors a day, is not intrusive and invasive to the rural lifestyle and environment and the areas 1990 population of 1622.
- 94 | - A little over 1/3 of that population qualifies as minority low-income and Kuhio Highway is their only way in and out of their town. They will be impacted daily not only when traveling to and from their town but from the increase number of visitors this new tourist destination will bring.

2.3.4 Traffic Conditions

2.3.4.2 Potential Impact

- 95 | - Without a traffic study showing a traffic design and pattern it is impossible to ascertain the impact of two 600 ft. storage lanes on Kuhio Highway and Ka Haku Road, increased traffic on Hanalei residents, or even the number of cars and buses expected at the visitor center per day/per hour.
- Why wasn't a traffic study done and included in this DEA? The traffic figures in 2.3.4.1 are just guesses.

2.3.4.3 Mitigation Measures

- 96 | - What is the purpose of doing the new Kuhio Highway design details for the intersection in the next phase? Does this mean that any needed drainage improvements will be done at that time? When will that be in relation to construction of the visitor center?
- What is the next phase?
- In what phase(s) will the intersection be designed and built?

2.3.5 Historic Properties

2.3.5.2 Existing Condition

- 97 | - T. G. Thrum described Pooku heiau of *Iuakini*, or human sacrifice class, of "about two acres in area", or 87,120 square feet. This is a very significant heiau. The project site only 1500 square feet from the heiau yet the impacts on the heiau from the proposed development are not discussed other than to say that the heiau will not be affected.
- Since the project site is so close to the heiau, actually within the two acre area of the heiau, why wasn't a map included to show the location of the heiau to the project site?
- Without a map showing the heiau in relation to the proposed project it is impossible to evaluate the impacts of the development on the heiau.

- 97 | - Where are the existing and proposed hiking and horseback riding trails in relation to the heiau?

2.3.5.3 Potential Impact

- 98 | - It is incorrect to say that the project site is not within the Pooku heiau boundaries when the two acre heiau boundary goes into the 1500 sq. ft. setback of the project site and beyond.
- 99 | - Did DOT place the trig station directly on the heiau? If yes, was permission given by the State Historic Preservation Division? If no, why wasn't permission obtained? If DOT did not place the trig station on the heiau who did and did they obtain permission from SHPO?
- 100 | - Who concluded that "the heiau is primarily a natural landscape feature, with modifications consisting primarily of modest ground leveling to create earthen terraces?" What information was this conclusion based on?
- 101 | - If the proposed visitor center will not contain any cultural information or displays it can not be called a visitor-cultural center.
- 102 | - The DEA does not provide sufficient evidence to reach the conclusion of "no adverse effect" regarding Pooku heiau.

2.3.6 Visual and Aesthetic Resources

- 103 | - Figure 2-6 is misleading. It is positioned in such a way as to limit the view from the existing lookout. The view is much broader than shown.
- 104 | - The view from Figures 2-9 and 2-10 do not show Hanalei River and the mauka view is much more limited.
- 105 | - Views of Hanalei town from the proposed viewing sites would further entice people to go there thus increasing the impact on this minority low-income area.

2.4 CONSISTENCY WITH GOVERNMENTAL PLANS, POLICIES AND CONTROLS

2.4.1.1b Consistency

Policies relevant to the project that are not being met:

- 106 | - Ensure that visitor industry activities are in keeping with the social, economic, and physical needs and aspirations of Hawaii's people. (HRS Sec. 226-8(b)(2)) The visitor center expands way beyond the physical needs and desires of area residents.
- 107 | - Promote the preservation and restoration of significant natural and historic resources. (HRS Sec. 226-12(b)(1)) This project is doing nothing to preserve or Pooku heiau. Instead the heiau is being ignored and passed off as landscape rocks.
- 108 | - Protect those special areas, structures, and elements that are an integral and functional part of Hawaii's ethnic and cultural heritage. (HRS Sec. 226-12(b)(4)) Pooku heiau is not being protected.
- 109 | - Encourage urban developments in close proximity to existing services and facilities. (HRS Sec. 226-13(b)(7)) Development on the proposed vegetated undeveloped site perpetuates urban sprawl.

2.4.1.2. Hawai'i State Land Use Controls

2.3.2.2b Consistency

110

HAR 13-5-22 Public Purpose Uses.

Land uses undertaken by the State of Hawai'i or the counties to fulfill a mandated governmental function, activity, or service for public benefit... (Emphasis added).

The scenic stop is not a mandated governmental function, activity, or service.

111

HAR 13-5-13 Resource (R) subzone.

It is incorrect to say that the proposed scenic stop meets the objective of the Resource Subzone "to develop, with proper management, areas to ensure sustained use of the natural resources of those areas" when the scenic stop in itself has nothing to do with sustaining the natural resources of Hanalei Valley.

2.4.1.3 Coastal Zone Management

2.4.1.3b Consistency

Historical Resources.

Protect, preserve...restore...manmade historic and prehistoric resources...that are significant in Hawaiian...culture.

112

While Pooku heiau has not been identified as being directly on the proposed site the site boundary is within 1500 feet of the heiau and the heiau has been described as being two acres in size or 87,120 sq. ft.. Without maps, drawings or more information it is impossible to determine impacts from the proposed development on the heiau. Other than stating that the heiau was not on the property the DEA did not identify any provisions to protect the heiau. On the contrary a trig station was placed on the heiau but who placed it there or whether permission was granted from SHPO is unknown.

In the disregard for Pooku heiau the proposed project does not meet the CZM policy to "Support state goals for protection...of historic resources."

113

Managing development

The DEA was inconsistent in revealing the short and long-term impacts from various components of the proposed visitor center development.

2.4.2 County of Kauai Plans and Controls

2.4.2.1 General Plan

114

- We do not see any reference to the North Shore Development Plan update. Was this document used in determining that the mauka location and size of the visitor center was appropriate and in keeping with the Plan? If not, please explain why? Is there a County policy, other than Princeville's vision in Chapter 6, to introduce development onto the mauka side of the highway? If yes, please identify that policy and explain if and how it was used in determining the location and size of the visitor center. If no, please identify what county, community and state plans and policies were used to determine that this location and size is appropriate.

115

116

- The only references we found in the General Plan referring to visitor centers are: Developing Jobs and Businesses, Policies Section speaks of "regional

visitor centers to provide guidance and assistance to visitors, as well as information about the region, its history and culture”.

Chapter 6. Enhancing Towns & Communities and Providing for Growth, North Shore Section, Preliminary Planning District Vision (Princeville) that identifies “. . .New development mauka of the highway includes a visitor center...”.

116

- Neither of these sections addresses the issues of location, size, description of visitor center or appropriateness.
- What guidelines, plans and policies were used to determine that this site and size is appropriate?

CHAPTER 4 PRELIMINARY FINDING OF NO SIGNIFICANT IMPACT

Involves an irrevocable commitment or loss or destruction of any natural or cultural resource.

117 - The DEA does not sufficiently assess the affects of construction and development of the visitor center on Pooku heiau. The heiau, terraced over two acres, is only 1500 sq. feet away the project site boundaries. Obviously, there is overlap yet there is no discussion on irrevocable loss or destruction of this ancient cultural site.

118 - The DEA is deficient in assessing the full visual impacts the development as seen from the valley floor looking up at the ridgeline and visible buildings, people and rooftops. So much for the wilderness experience.

Substantially affects the economic or social welfare of the community or State.

119 - The DEA does not adequately address the affects of and impacts to the minority low-income Hanalei resident population from the introduction of a new massive visitor center that is projected to attract 1.1 million visitors annually or 1500 to 1700 visitors a day located on their only ingress and egress from their community and homes.

Substantially affects public health.

120 - The DEA does not adequately address traffic health and safety issues related to affects on the minority low-income resident population of Hanalei because a traffic study was not conducted and their needs not addressed.

Involves substantial secondary impacts.

121 - The DEA fails to address the secondary impacts of 1500 to 1700 additional people on the traffic safety and welfare of Hanalei residents. Since a traffic study was not conducted it is impossible to determine how many cars and busses the 1.1 million people equate to daily, monthly or yearly.

122 - The DEA is silent on the potential for contiguous development once the visitor center is developed. It is insufficient to say that the visitor center isn't related to the expansion of Princeville Shopping Center or new residential subdivisions which are located across the highway. The DEA briefly speaks of camping, horseback riding and an extensive trail system but gives little detail. What other uses are lurking in the wings waiting for urban development to jump to the

- 122 - undeveloped mauka side of the highway?
The DEA is silent on the secondary impacts urban sprawl will bring from introducing development in an undeveloped area and the potential impacts to Hanalei residents.
- 123 - The DEA does not discuss the secondary impacts of increased tourists and tourism from this major tourist destination on Hanalei town, the one lane bridges, and narrow roads in the valley.

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

- 124 - The DEA fails to address the cumulative impacts that new development in an undeveloped area brings to the natural environment of Hanalei Valley and the residents of Hanalei, Princeville from - increased traffic, increased air pollution from increased cars and busses, increased hardening of surfaces, changes in water flow patterns, night lighting interference on migrating birds, increased potential for adjacent or secondary development, increased potential for expansion of visitor center, increased demands on infrastructure - fire and police protection, water and sewage.
- Future camping, horseback riding and hiking trails are briefly mentioned in the DEA but the cumulative impacts from opening the land to these uses and clearing the land are not comprehensively discussed.

Detrimentially affects air or water quality or ambient noise levels.

- 125 - We find it hard to believe that a facility of this size envisioning to handle up to 1700 people a day will not have eating facilities. Yet, the DEA is silent on any impacts on air quality from cooking or restaurant facilities. So impacts from smoke stacks/air vents and other emissions from food service facilities on air and water quality have not been evaluated or determined.
- 126 - The DEA is silent on impacts of litter on the rivers, wetlands and flora and fauna on the valley floor below from the hundreds of people per day at the lookout.
- 127 - Since a traffic study was not conducted for the DEA the impacts of increased car/bus emissions on the residents and the fragile valley ecosystem below the lookout was not evaluated or determined.
- 128 - The DEA is ambiguous on the method of sewage disposal both at the visitor center and receiving location. Because of this it is impossible to determine detrimental affects on water quality.
- 129 - The DEA fails evaluate or determine detrimental impacts and affects from storm and waste water runoff from the impervious surface of the visitor center as these waters flow over the bluffs and into the receiving rivers, wetlands, ecosystems, taro patches and wildlife habitat in the valley below.

Substantially affects scenic vistas and viewplanes identify in county or state plans or studies.

- 130 - The DEA fails to evaluate and determine the affects on the now vacant viewplanes of the bluffs from the valley below will be changed when replaced with buildings, walls, people and urban activity.

Our response, outlining the inadequacies of this DEA, identifies why a FONSI can not be granted and an Environmental Impact Statement is required.

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030501

June 4, 2003

Ms. Donna Wong, Executive Director
Hawaii's Thousand Friends
305 Hahani Street, PMB 282
Kailua, Hawaii 96734

Dear Ms. Wong:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

The Hawaii's Thousand Friends (HTF) letter that provided comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project was not signed. Therefore, we are providing our responses to these comments to you. If you did not produce the HTF letter, can you please forward our letter to the correct person. Thank you very much for the HTF comments. Enclosed is a copy of the written comments, which have been numbered. We would like to provide the following responses to these comments.

1. From the beginning of the project, we have always disclosed that the project involves participation of the U.S. Fish and Wildlife Service (Service), and that we plan to use the project site to enhance public views of Hanalei Valley and National Wildlife Refuge (NWR) and to provide enriching educational opportunities for visitors and residents. This is the same proposal provided in the Draft EA.

We acknowledge that early in the planning process attention was focused on the traffic safety or the uncontrolled access problem at the existing overlook. At several community and individual meetings, varying and opposing opinions on whether or not there is a safety problem at the existing overlook were expressed. In our latter meetings with individuals and organizations, attention was focused on Hanalei Valley and the Refuge as being unique and valuable environmental and cultural resources.

2. Concerns at the existing scenic stop are due to the uncontrolled access conditions. This condition will be modified regardless of whether the proposed project proceeds.

The proposed scenic stop will not increase traffic volumes on Kuhio Highway. The Service estimates the scenic stop would attract about 900 visitors per day, arriving in approximately 360 vehicles. Tour buses would carry an additional 100 to 200 per day. The existing condition of Kuhio Highway fronting the proposed scenic stop allows for an intersection with more than enough storage space for the number of left turning vehicles expected to enter and exit the facility. Therefore, the level-of-service of through traffic on the highway would not be affected.

3. If you are referring to the Comprehensive Roadway Corridor Plan for Kuhio Highway Route 560, that study would not include Route 56. Access to the proposed scenic stop site would be on Route 56, a little less than half-a-mile east of the beginning of Route 560.
4. We anticipate that most visitors would spend about 15 to 30 minutes at the proposed scenic stop. This is in contrast to other kinds of attractions on the North Shore, such as Haena State Park, where visitors can spend several hours hiking or enjoying the beach. Therefore, because the proposed Scenic Stop would provide a relatively short-term passive activity, we do not believe that the proposed project would change the number of tourists who decide to stay or tour the North Shore, or change the number of tourists who travel through or to Hanalei Town. The Final EA will be revised to include the discussion herein provided.
5. Discussion of potential impacts to urban development was provided in Section 2.3.1 of the Draft EA. The Draft EA does not misrepresent the description of the project site, or its surrounding land uses.
6. Your comment appears to be related to overall development of the North Shore. You may be aware that the County of Kauai embarked on a comprehensive planning process that involved substantial community participation with the result being the updated Kauai General Plan (November 2000). The issues of urban sprawl and piecemeal development were addressed in this planning process since these are typical land use planning issues, especially in a largely rural region. Section 2.4.2.1 of the Draft EA provided a discussion on project consistency with General Plan. In addition, discussion of potential impacts to urban development was provided in Section 2.3.1 of the Draft EA. It is beyond the scope of the project's environmental review document to analyze the environmental and social impacts of the General Plan's land use guidance and objectives, especially since the proposed scenic stop does not dictate or relate to other urban development projects.

7. Despite whatever definition of "scenic stop" one uses, we have never misrepresented the scope of the project. The Draft EA contained a physical and operational description of the project for the purposes of the EA. The proposed scenic stop will not be major regional tourist destination (also see response to Comment 4).
8. The trails shown on Figure 2-3 were identified in the Princeville Resort Master Plan. They are not part of the proposed scenic stop. Should Princeville choose to move ahead with this proposal, they would have to obtain the necessary approvals. If Princeville proposes to use the project site as part of a trail system, they would have to apply for a Special Use Permit from the Service. In addition to requiring public notice concerning such use, the Service would evaluate the effects of the proposal on the environment and scenic stop operations.
9. The Draft EA does not state the Service is planning a loop trail in the Refuge. The Service has informed us that they have scheduled to begin preparing the Refuge Comprehensive Conservation Plan (CCP) in 2007, which will address visitor services within the Refuge in accordance with the National Wildlife Refuge System Improvement Act of 1977.
10. As described in Section 2.1.1 of the Draft EA, mitigation would be implemented to prevent excessive fugitive dust generated during construction from affecting other parcels. This is required by State law. The project would have no affect on the regional output of nitrogen oxide from automotive sources because it would have no discernible impact on regional vehicle miles traveled.
11. The flora conditions (i.e., names of species) of the project site and impacts to flora conditions are provided in Section 2.2.3 and Appendix D of the Draft EA.
12. Pursuant to the federal Endangered Species Act, Section 7 consultation was conducted with the Service covering four species of the endangered Hawaiian waterbirds, the endangered Hawaiian hoary bat, the endangered nene, the threatened Newell's shearwaters and the endangered Hawaiian dark-rumped petrels. The Service found that the proposed scenic stop project will not adversely affect these species. Please see Section 2.2.3 of the Draft EA for further details.
13. The archaeological inventory survey conducted for the project concluded that the project site does not contain any part of Pooku Heiau. The State Historic Preservation Division (SHPD) concurred with this assessment. Please see Section 2.3.5 and Appendices B and C of the Draft EA. In addition, the SHPD concurred with the Federal Highway Administration's "no adverse effect" determination regarding the heiau. Further information will be provided in the Final EA.

14. Section 2.2.2 of the Draft EA provides a description of how stormwater flow from the parking lot and driveway would be designed.
15. Section 2.1.4 of the Draft EA disclosed that excavation work will be required. We will try to balance excavation work so that soil would not have to be exported from or imported to the site. The amount of excavation will be determined during the design phase of the project.
16. The Service has informed us that the scenic stop will not have a snack bar or eating facility, especially since picnicking will not be allowed because it may attract nene to the site and cause other maintenance problems. As described above, most patrons are expected to spend only about 15 to 30 minutes at the facility.
17. The educational pavilion is an optional amenity. Its function would be a place where classes and interpretive activities could be conducted in an outdoor setting. This function could be incorporated into with the main visitor center structure, such as including a covered patio. For budgetary reasons, the size of the pavilion was estimated to be 200 square feet.
18. Table 1-1 displays elements of the visitor center. Figure 1-1 shows the location of the project site. Figure 1-3, which shows a conceptual layout of the facility, identifies the pavilion.
19. Princeville wishes the architecture to be similar to or consistent with other buildings in the resort. However, this viewpoint would have to be balanced with other views from the community regarding the architectural style of the facility.
20. The safety railings of the overlook have not been designed. For aesthetic purposes, we may consider a rock wall design, but would it would be no larger than what is necessary for public safety and reasonable accommodation of the purpose for which it will be used.
21. Section 2.2.2 of the Draft EA disclosed that water and sewer connections will be made with Princeville's systems, and such costs to connect the lines are included in the overall cost estimate of the project provided in Section 1.3.3 of the Draft EA. Section 1.3.1 will be expanded in the Final EA to provide more detail on the size and location of these infrastructure connections.

22. The Alternate Scenic Stop Site alternative was discussed in Section 1.5.3 of the Draft EA. A benefit-cost analysis (BCA) may be appropriate for projects meant to generate profits or economic development. For the proposed project, it would be difficult to place monetary value of one's enjoyment of breathtaking scenery or learning something about Hawaiian history and culture. The Alternate Scenic Stop Site alternative was eliminated because of land acquisition costs and would require visitors to cross Kuhio Highway to access the overlook.
23. The project site would have to be subdivided from a larger parcel. The project site's TMK number will be provided in the Final EA.
24. A search of environmental databases was conducted to determine whether the project site is contaminated by hazardous materials (please see Section 2.2.1 of the Draft EA). The contamination studies are an internal Service requirement to ensure that the Service does not unknowingly obtain fee simple ownership of a site that requires clean-up or remediation of contaminated materials. This is not a part of the environmental review process under Chapter 343 of the Hawaii Revised Statutes (HRS) and the National Environmental Policy Act (NEPA).
25. Best management practices (BMPs) are used to prevent erosion or sedimentation in nearby surface waters. A list of common BMPs are provided in Section 2.1.3 of the Draft EA. The BMP plan is one of the requirements to obtain coverage under the National Pollutant Discharges Elimination System permit for stormwater discharges.
26. Please see response to Comment 14. The capacity of the Kuhio Highway storm drain system will be evaluated during the design phase, and if necessary, measures will be taken if it is found that the system is not able to accommodate the additional load from the project site. Any additional storm drain system constructed as part of the project must meet our design criteria. The Final EA will be revised to provide the information herein provided. We do not believe the parking lot would be large enough to cause stormwater runoff impacts to rise to a level of "significant" in accordance with NEPA and HRS Chapter 343.
27. Please see response to Comment 12.
28. Please see response to Comment 12. As stated in Section 2.2.4 of the Draft EA, the valley farmers working below the scenic stop would likely hear noisy activities along the bluff (e.g., maintenance equipment, shouting, etc.). The potential impacts to two farming residents are described in Section 2.3.2 of the Draft EA.
29. Please see response to Comment 22.

30. Figure 2-3 of the Draft EA shows the residential subdivisions planned by Princeville Corporation. As stated in Section 11-200-12(b) of the Hawaii Administrative Rules (HAR), a project may have a "significant impact" if the impact "is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for large actions." We interpret this criterion, which is one of 13 other Significance Criteria, as an instrument to prevent an applicant or agency from segmenting a project to avoid having to prepare an environmental impact statement. We have not segmented the proposed project. What was described in the Draft EA is a complete project, and development of the proposed scenic stop is not connected with nor does it commit anyone, including Princeville Corporation, to implement other actions, such as the future residences shown in its master plan. The quotation from the Draft EA provided in the comment is relevant in determining whether the cumulative impact significance criterion applies to the project. Therefore, including the environmental impacts of possible future development in Princeville does not serve the purpose of an EA, which is to determine whether a significant impact would result from the project.
31. Access to Pooku Heiau will not change and will continue to be available from Kapaka Road.
32. The comment did not quote the passage in the Draft EA accurately. The wording provided in the Draft EA was not as definitive as the misquote because we are addressing people's feelings. However, we are obligated to disclose the potential privacy impact. The farmers expressed to us concern about privacy at the two residences (see Section 2.3.2 of the Draft EA for further information including mitigation measures). One must realize that there is a difference in privacy expectations between being in one's residence as opposed to working in plain view outside on public land, especially in a valley setting where there is an existing overlook. Also, scenic stop visitors would more than likely be interested in the panoramic and spectacular views of Hanalei Valley than what the farmers are doing in the taro fields, even though what the farmers are doing is part of the "culture" of Hanalei Valley. Nevertheless, we acknowledge that a feeling of privacy while working in the fields below the proposed overlook may be of importance to the affected people. We know it is of definite importance at the two affected residences, which is the reason mitigation is proposed. However, their feelings cannot reasonably preclude many other people from enjoying the beauty and value of Hanalei Valley.
33. We agree that considering the potential impact to farmers and the two farming residences, providing telescopes at the overlooks would be insensitive. The Final EA will state that telescopes will not be provided at the overlooks.

34. The EA discloses the potential impacts to the heiau and farmers, and provides mitigation measures.
35. One of the residences is shown in a photograph on Figure 2-9 of the Draft EA. The landscaping to screen sensitive areas of the residences would be located near the windows of the residences. For your information, the major difference between an EA and EIS is process, not the analytical content. However, EISs tend to be used for larger projects that would naturally have more environmental impacts than smaller projects, but the analysis of impacts on resources would be the same regardless of the form of documentation (i.e., EA or EIS).
36. See response to Comment 2.
37. Figure 1.4 of the Draft EA provided a drawing of the proposed intersection, which shows a lane for vehicles turning into the facility and lane for vehicles turning left out of the facility space to merge into the Hanalei bound lane. Our definition of "adequate" is more than enough space needed during the expected peak use of the scenic stop so that vehicles do not queue onto the through lane.
38. It is possible to design the overlooks just below the bluff line. We agree that view from the valley floor is important. Please see Section 2.3.6 of the Draft EA. Please see response to Comment 20 regarding rock walls and railings. Please see response to Comment 35 regarding the differences between EAs and EISs.
39. Please see response to Comment 19. Many of Princeville's buildings have earth tones and green hip metal roofing. Different architectural designs or styles will be considered.
40. Please see response to Comment 13.
41. Please see response to Comment 4. For your information, the 1.1 million is the number of visitors to the entire island in the year 1999, not the number of expected visitors to the proposed scenic stop.
42. Please see responses to Comments 14, 26 and 30.

43. We agree that view from the valley floor is important. Therefore, mitigation is important. Please see Section 2.3.6 of the Draft EA. Visualizations (e.g., artist renderings, computer simulations, etc.) of the scenic stop buildings would not be very instructive because we would use setbacks and landscaping to screen the buildings from important vantage points on the valley floor. Therefore, visualizations would basically show what is already there—dense vegetation. The visual impacts of the overlooks, however, will be mitigated in other ways (see Section 2.3.6 of the Draft EA).
44. The trail identified in Figure 1-3 is the walking path described on page 1-10 of the Draft EA.
45. The project also includes an environmental and cultural educational purpose, which was implied, but not fully explained in Section 1.2 of the Draft EA. This particular project purpose is explained in more detail in the same section of the Final EA.
46. We estimated the restrooms would be no larger than 900 square feet (see Table 1-1 of the Draft EA). Within that space the Service has requested that three stalls and three urinals be provided for male visitors and six or seven stalls be provided for female visitors. In addition, the restrooms will have to be compliant with the Americans With Disabilities Act.
47. The details of the visitor center layout have not been determined. Architecturally, the restrooms may be part of one large enclosure or two smaller enclosures all under one roof. The total area of the enclosures would be no more than 3500 square feet.
48. If the pavilion is deemed worthwhile, but not in a separate structure, then it would be incorporated with the other enclosures all under one roof. This would not increase the size of the other enclosures, but it would increase the size of the area covered by the one roof.
49. The statements are not inconsistent. Public discussion on architectural style may start with the Princeville community because it is nearest to the project site and has an urban design style. However, participants may disagree with this notion.
50. The floor of the lookouts and walkways may be of impervious materials. The dimensions of the lookouts and walkways have not been determined. This information is not needed for environmental review because we consider the three acres that would be affected by construction and landscaping as the footprint of the project.

51. If rock walls are used as safety railings at the overlook, the type of drainage described in the comment is common and may be used. There would be a gradient immediately below the overlooks, which would prevent the rain or storm water from directly flowing into the valley at the overlooks. The walkways would probably not require drainage structures.
52. We have not developed the level of engineering necessary to answer your questions regarding dimensions and excavations. This level of engineering will be developed during the design phase. Also, please see response to Comment 25.
53. Final site layout will be determined early in the design phase. The public will have an opportunity to respond should the project move forward.
54. The term was made intentionally imprecise because there will be public input on the appropriate number and size of the facility's signs during the design phase should the project move forward. The term "modest" was meant to convey the idea that the signs would not so large as to impose on the area's ambience.
55. The interpretive materials that would be in the visitor center would not be as meaningful if one cannot see the valley and Refuge. Another constraint is the lack of lighting. Nevertheless, the Service does not propose to operate the facility at night.
56. Your comment suggests combining two of the alternatives described in Section 1.5 of the Draft EA. This alternative would require purchasing urban land from Princeville and patrons would have to cross Kuhio Highway to access the existing overlook extended by a platform. The platform would be substantially larger structure and be more noticeable from the valley floor than the proposed overlooks, which were sited based on natural topography.

Section 1.5, Figure 1-6 of the Draft EA illustrates the railing and support structures that would be visible from the valley. Comments we have received regarding the importance of viewsheds from the valley floor, which your comments have reiterated, led us to the conclusion that the community would strongly object to seeing a manmade structure extend from the valley bluff. Mitigating the visual impacts of this structure would be substantially more difficult, if not impossible, than mitigating the visual impacts of the proposed scenic stop buildings, which would be set back from the bluff, and the proposed overlooks.

57. Depending on how large of a structure is considered, there may be space for an additional five or six vehicles to park. The platform would cost about \$400,000. The scenic view would be the same as the view from the existing overlook, and there would be little educational information to enhance public understanding of the environment, cultural and habitat importance of Hanalei Valley.

The reasons alternatives were dropped from consideration are provided in Section 1.5 of the Draft EA.

The Final EA will be revised to include details of the National Wildlife Refuge System Improvement Act as it pertains to the proposed scenic stop project.

58. The proposed project does not dictate nor is it connected to any planned or unplanned development. Therefore, we do not agree with the notion that the project is considered urban sprawl. The project does not involve any profit motivation, such as commercial, industrial or residential development. It will be a public facility appropriately located given its purpose. Although infrastructure costs would be cheaper at the alternate scenic stop site, there are other major disadvantages with this alternative as described in Section 1.5.3 of the Draft EA.

59. There is no suitable area for vehicles to make a Hanalei bound left turn below the existing overlook.

60. The Service does not anticipate generating \$2.5 million in revenues annually from tourists. Also, see response to Comment 41.

61. A quantitative analysis was not conducted for the Alternate Scenic Stop site because having to condemn a site where patrons would have to cross Kuhio Highway to access the overlook does not compare well against a superior site in terms of meeting the project purpose that would be obtain at no cost.

62. We, along with the Federal Highway Administration, asked the Service to be the owner and operator of the proposed scenic stop. They accepted because the project would provide an opportunity to present information about the environmental and cultural values of Hanalei Valley and Refuge, which is supportive of the environmental protection goals of the Service. However, the Service asked that the scenic stop be self-supporting.

We have met with Mayor Maryanne Kusaka, each of the Kauai County Council members and staff from the State Department of Land and Natural Resources after having heard this comment at a public meeting. All of the County and State officials that we met with expressed strong concerns regarding taking on the cost burden.

63. There are no TEA-21 programs that provide funding for the operation of this type of project.
64. An organization would have to assume the same responsibility for the property, keeping it in a presentable and high-quality condition. Princeville is only willing to donate the property to an organization that has the ability to maintain the site.
65. Please see response to Comment 10.
66. Section 2.1.2 also identified the two residences in the valley as noise sensitive receptors. Construction noise is regulated by the State Department of Health. Please see response to Comment 12 regarding impacts to threatened and endangered species. Please see response to Comment 35 regarding the differences between EAs and EISs.
67. The BMP plan would be prepared during the design phase of the project. The BMPs will be constantly monitored. In addition, contingencies are planned should the initial sedimentation control measures fail. Because of planned changes to the State's National Pollutant Discharge Elimination System (NPDES) program, particularly the reduction of the threshold needed for a NPDES permit for stormwater discharges relating to construction activities, the project will require this permit. One of the major requirements to obtain an NPDES permit for construction is a State Department of Health approved BMP plan.
68. The project site is fairly level, and we do not anticipate extensive filling. The design of the scenic stop will minimize or preferably eliminate the need to haul excavated material to or from the site to reduce construction cost.
69. It is our normal practice to specify "good housekeeping practices" in our construction contracts. We agree that good housekeeping practices should be practiced in the long-term as well. The Service's operation and management policies are protective of environmental health.
70. Please see response to Comment 24. The Service will provide public notice of the decision to acquire the project site.
71. Please see response to Comment 13.
72. The site does contain a few native species, which were most likely associated with the former nursery. There is a list of species that occur on the site in Appendix D of the Draft EA.

73. We apologize for the confusion brought forth from the statement. The word "landscape" will be deleted from this statement in the Final EA. At this time, we do not anticipate substantial excavation work because the project site is relatively flat with a slight slope from east to west. We do not plan to change the basic slope of the project site, nor do we plan on having a visitor information center with a raised profile since that would not "conform to the existing contours" and would be more difficult to mitigate visual impacts. Please see Section 2.2.1 of the Draft EA for additional information.

74. Please see response to Comment 21.

75. Answers to your questions are provided in Section 2.2.3 and Appendix D of the Draft EA.

76. The project site is adjacent to Princeville Resort, an urban area. A fauna study inventories the presence of animals, not plant species.

We inadvertently failed to disclose sufficiently in the Draft EA that Service biologists visited the project site early in project planning and did not find evidence of native, threatened or endangered fauna. However, in response to your comment, as well as other similar comments, Service biologists undertook another site visit. In addition, supplemental Intra-Service ESA Section 7 was conducted to augment the ESA Section 7 consultation initiated by the Federal Highway Administration. Also, please see response to Comment 12.

77. The purpose of the lighting will be for security. If muted lighting is adequate for security (i.e., support from the police), it would be used.

78. Please see response to Comment 12.

79. Section 2.2.4 of the Draft EA, Air Quality and Noise, discloses the potential impact that loud noises, such as yelling and the operation of high decibel maintenance equipment along the bluff (e.g., lawn mowers, blowers, etc.) could be heard from the valley floor.

80. There are no active hiking trails in the vicinity of the project site, nor does the Service propose to develop hiking trails along the ridgeline, or between the proposed scenic stop and the Refuge. Please see response to Comment 8 regarding what would happen if neighboring landowners propose to use the project site as part of a trail system. Princeville's planned hiking and camping land uses as shown in their master plan was provided in the Draft EA so that reviewers would be aware of potential future land uses in the vicinity of the proposed scenic stop. Providing information from the Princeville Master Plan does not indicate government endorsement for these proposals.
81. Please see response to Comment 30. Projects identified in the Princeville Resort Master Plan are not part of our proposed project.
82. Because of its type and size, the bookstore would not likely generate \$2.5 million annually. The Service would be pleased if profits from the bookstore cover operational and maintenance expenses. The Service has informed us that any extra funds would be held in reserve for future capital replacements and for Refuge programs.
83. Vehicle count data taken from the existing overlook, which were kindly provided by the Limu Coalition, indicated a seven day range of 287 to 415 between the hours of 9 am to 5 pm. Assuming 2.5 persons per vehicle (recent data collected at Kilauea Point NWR indicate 2.8 persons per auto), this translates to about 700 to 1000 onlookers a day. We cannot vouch for the accuracy of these counts.
84. Please see Sections 2.3.4 and 2.2.4 of the Draft EA regarding potential impacts to traffic conditions on Kuhio Highway and ambient air quality conditions. We do not anticipate adverse impacts to public facilities, such as schools and parks. The police would have to include the scenic stop within their patrol area, but they have not objected to this additional work (see comment letter from Kauai County Police Department in the Final EA). With the help of the community, we will try to develop a facility that would in be character with its surroundings.
85. Please see response to Comment 4.
86. The project will not cause congestion or noise impacts (please see Sections 2.3.4 and 2.2.4 of the Draft EA). The project is intended to provide visitors and residents with a high quality viewing and educational experience. We do not believe that visitors will interpret their experiences as commercial.
87. Please see response to Comment 4.

88. The mitigation presented in Section 2.3.2.3 of the Draft EA is in response to comments that adverse effects would result if inaccurate information about the history and culture of Hanalei Valley and surrounding area were presented at the proposed scenic stop. However, this should have not been considered mitigation and this information will be moved to a different section in the Final EA. The Service has informed us that coordination with native Hawaiian organizations and experts regarding historic and cultural information is a normal part of their program to develop such interpretive materials
89. The proposed scenic stop will most likely include cultural elements mainly because of the cultural significance and value of Hanalei Valley. For your information, the Service has requested that the main building be called a visitor information center.
90. Please see responses to Comments 32 to 35 and 79.
91. The landscaping will be near the houses.
92. Please see response to Comment 89.
93. Please see responses to Comment 4, 41 and 84.
94. Please see responses to Comments 2 and 4.
95. Please see response Comment 2. Six hundred feet of auxiliary lanes is substantially more storage than is needed. The daily traffic volumes provided in Section 2.3.4.1 are actual counts; they are not guesses.
96. Detailed intersection design is normally done during the design phase of the project, the next phase of the project. Other civil engineering work will be conducted at that time, such as designing drainage structures. Following the design phase, bid packages will be prepared and publicly announced if construction funding is available. Construction would begin soon after the contractor is selected.
97. Please see response to Comment 13. The archaeologist hired to conduct the inventory survey evaluated the potential impact to Pooku Heiau. Figure 2-5 of the Draft EA shows the location of Pooku Heiau. There are no active hiking trails near the heiau. The planned trail as shown in Princeville's Master Plan would pass to the south of the heiau.

Ms. Donna Wong, Executive Director
Page 15
June 4, 2003

98. Please see response to Comment 13.

99. The Department of Transportation did not place the trig station on Pooku Heiau. The U.S. Geological Survey probably placed it there decades ago.

100. The archaeologist hired to conduct the inventory survey evaluated Pooku Heiau. Please see Appendix C for further details.

101. Please see response to Comment 89.

102. We disagree. Please see response to Comment 13.

103. There was no intention to mislead Draft EA reviewers. The view is broader as shown on Figure 2-7 of the Draft EA, but is still not nearly as broad as views from the proposed overlooks. The proposed overlooks will provide views of Hanalei Bay and deep into the valley. These views are not available from the existing overlook.

104. We do not dispute that the existing scenic lookout provides a different perspective of the valley as shown on Figures 2-7 and 2-8 of the Draft EA. Certainly the views of the mountain background is different, but we disagree with your statement that the new views of the mountain backdrop is "more limited". As stated in the Draft EA, we do not plan to close the existing overlook, which provides one view of Hanalei River and Valley.

105. Please see response to Comment 4. Although Hanalei Town would be visible at a distance from the proposed overlook, we believe that visitors would already know about Hanalei Town because it is well advertised in tourism-related literature and brochures. As noted in our response to Comment 4, visitation of the proposed scenic stop would not increase the number of people touring or staying on the North Shore.

106. We disagree. As noted in Section 2.4.1.1, Hanalei and Princeville residents will be invited to participate in the design of the scenic stop. Also, see response to Comment 84. We believe that residents will benefit by having the opportunity to visit a more tranquil overlook than what is available today, and to participate in Refuge education and outreach programs at the scenic stop.

107. Please see response to Comment 13. The project is not about preserving or restoring Pooku Heiau, although we are obligated to assess potential impacts on this historic property as noted in our response to Comment 13. People have expressed varying opinions on whether information about the heiau should be presented at the future visitor center. In our opinion, if historic and cultural information were provided at the visitor center, Pooku Heiau appears to be an important and relevant resource.
108. As far as we know, Princeville plans to keep the heiau as it appears today.
109. Please see responses to Comments 5 and 58.
110. First, we believe the project provides substantial public benefits, such as public education on wildlife and habitat conservation on the Refuge and conservation programs of the Service, as noted in several of our responses previously in this letter. Second, public education is consistent with the mission of the Service.
111. We interpret the objective of the Resource Subzone as stated in HAR 13-5-13 as meaning that public use of the subzone is allowed provided such use is conducted in an environmentally sustainable manner. Since the project will require a conservation district use permit, the Board of Land and Natural Resources will make this assessment.
112. Please see responses to Comments 13, 97 and 99.
113. Without revealing the specific inconsistencies, we cannot respond to this comment. From our perspective, all short- and long-term impacts that can reasonably be predicted will be disclosed in the EA.
114. The North Shore Development Plan Update (December 1980) does not address the proposed scenic stop. Therefore, this document was not used to determine the location and size of the project. We find that the proposed project would not be inconsistent with any of the goals and objectives provided in the Plan Update or with the North Shore Development Plan Ordinance. The discussion herein provided will be included in the Final EA.
115. The proposed project is not identified in the General Plan. The General Plan is a guidance document, and is not intended to identify parcel specific projects. The proposed scenic stop site was located on the mauka side of Kuhio Highway in order to provide a view of Hanalei Valley.

116. We are not planning the North Shore regional visitor center, which is identified in the current General Plan. The purpose of the project is to develop an improved scenic stop that will also provide new opportunities for visitors to learn about the unique natural and cultural heritage of Hanalei Valley, Kauai and Hawaii.
117. Please see response to Comment 13.
118. The visual impacts of the project were discussed in Section 2.3.6 of the Draft EA. As described in this section, mitigation is important and the community will be able to provide input in the design of the facility.
119. Please see responses to Comment 4, 41 and 84 regarding impacts to the community. We disagree with your characterization of the visitor center as "massive".
120. Please see response to Comment 2 if this comment is referring to safety issues regarding the existing overlook. Please see response to Comment 35 if this comment is referring to the future Kuhio Highway intersection for the proposed scenic stop.
121. Please see responses to Comments 2, 36 and 95.
122. Please see responses to Comments 6 and 30.
123. Please see response to Comment 4.
124. Please see responses to Comments 4 and 30.
125. Please see response to Comment 16.
126. The Service practices good housekeeping, as demonstrated by their management of the Kilauea Point NWR.
127. Please see response to Comment 4. Section 2.2.4 of the Draft EA provided a discussion of potential air quality impacts.
128. Section 2.2.2 of the Draft EA described how wastewater will be handled.
129. Section 2.2.2 describes how stormwater would flow through the project site. Please see response to Comment 14. Wastewater would not be allowed to flow across the project site. They will be contained in the facility's sewer system. Please see response to Comment 128.

Ms. Donna Wong, Executive Director
Page 18
June 4, 2003

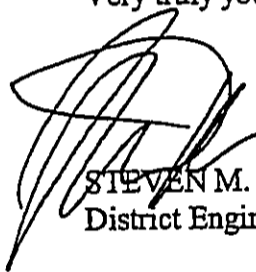
HWY-K 4.030501

130. Please see response to Comment 118.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

Public Comment Form
Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division and Federal Highway Administration in the environmental review of the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name:	Murray C. Hudson	RECEIVED NOV 16 2001 By _____
Address:	5160 Napo'okala Circle	
	Princeville, HI 96722-5107	
	Phone: 826-6983	

Please make any comments below:

Aloha Steve,

This Hanalei Valley Scenic Stop project is one of the most progressive proposals for the North Shore in a long time. It will certainly be a welcome addition to the agenda for the many tourists who come to view the beautiful panorama that Mother Nature has provided for us to enjoy. The site of the proposed project is superior in every way to the existing overlook.

The existing overlook alongside Kuhio Highway is truly a hazard! (I personally mowed and helped the North Shore Lions maintain the area for about 3-years and saw firsthand the near misses of accidents and the overcrowding of the site at times.) I see no value in retaining the existing overlook and believe it should be permanently closed when the new facility is completed.

The inclusion of public restrooms in the project is a real plus. There are insufficient truly "rest stops" throughout the Island. Also, the educational pavilion and visitor center will provide the much-needed details to the public who are generally able to spend only a brief time touring our "Paradise". Hopefully, this will also provide the funds for properly maintaining the project.

One possible benefit to Hanalei residents is that the rest stop could provide a temporary parking and resting place while they are waiting for water to recede from the sometime-flooded roadway beyond the old Hanalei truss bridge. Of course the number of parking stalls is somewhat limited for this purpose, but it is far better than crowding into the Princeville Village or parking on the road shoulder.

Princeville Corporation is due our collective Mahalo for offering to donate this prime parcel for the project. In fact, we are witnessing what can be achieved by State, Federal and private participation in such a worthwhile project for the benefit of many. This is a project we will all be proud to see reach fruition. GO FORWARD!

Mahalo, Murray

For your comments to be considered in the environmental review, please submit them by November 23, 2001. Thank you.

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030479

June 4, 2003

Mr. Murray C. Hudson
5160 Napo'okala Circle
Princeville, Hawaii 96722

Dear Mr. Hudson:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your input regarding the proposed Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project.

We agree that the scenic stop would be a good addition to the island's visitor attractions. The new views of Hanalei Valley from the proposed site would be a substantial upgrade from the view provided at the existing lookout. The visitor center would provide interesting information about the environment, history and culture of the valley.

Although you suggested that the existing scenic stop be closed, we have decided instead to prohibit left-turns into and out of the site. Double solid lines would be painted on Kuhio Highway fronting the stop and no left turn signage would be erected. We may also install a curbed island between the highway and the lookout. We thank you and the North Shore Lions Club for the public service in maintaining the lookout, and we hope for your organization's continued support if we are successful in making the lookout safe for the public and visitors.

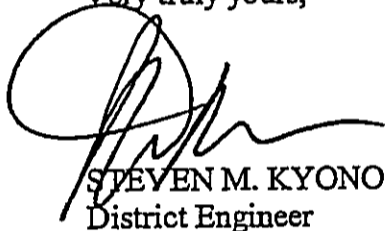
Mr. Murray C. Hudson
Page 2
June 4, 2003

HWY-K 4.030479

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

Public Comment Form

Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division and Federal Highway Administration in the environmental review of the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

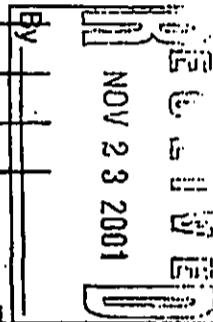
Name: THE KANAKA MAOLI, NATIONAL LANDS, Inc.

Address: Development, Rentals and Management

P.O. Box 911 WAIMEA, KAUAI HI 96796

Phone: (808) 338-1538

EXECUTIVE: JOSEPH PUNILEI MANINI, SR.



Please make any comments below:

The endangered Hawaiian water Birds listed at Hanalei National Wildlife Refuge Scenic Stop, is a fraudulent land claims scheme adopted by the United States Federal Government under the disguise of there National Wildlife Refuge, to claim ownership of portions of lands within The Kanaka Maoli National Lands, Inc. on the Island of KAUAI situate in the Archipelago chain of Islands marked by survey as the Polynesian Triangle of the Pacific Ocean, of which land and water, including Fish have riparian rights of ownership belonging to the KANAKA MAOLI, since the first migration of 200 B. C. as documented in their Genealogy Book, KA BUKE A MORAMONA, the written language of our KANAKA people.

The Lands in question are recorded and documented in Docket No. 99 - 193279, Docket No. 99 - 196766 and Docket No. 99 - 204931 situate in the Bureau of Conveyances of the State of Hawaii, since the nineteen century.

The apology Bill sign in to Law by President Bill Clinton is documented to protect the Kanaka Maoli, National Lands of which the United States does not claim any legal rights to the lands marked by survey as the Polynesian Triangle of the Pacific Ocean, of which include the Island of Kauai. The Kanaka Maoli is the aborigine with riparian rights since 200 B. C.

The fraudulent claim of Hawaiian water Birds to be endangered, as listed at Hanalei Valley Look out the largest Food producing area in our chain of Hawaiian Islands, the Native staff of life a corp called Taro, Grown in Hanalei valley since the 200 B. C. migration of The Kanaka Maoli people.

1.

Continued:

For your comments to be considered in the environmental review, please submit them by November 23, 2001. Thank you.

Continued :

Birds listed as endangered Water Birds Island of Kauai
Polynesian Triangle of the Pacific Ocean Marked as Riparian lands
of the KANAKA MAOLI, place name Hanalei Valley Look Out.

1. The COOT with the red head called Alae and the COOT with the white head called Alae, both of these Birds are aquatic Birds of the genus Fulica as found in Americana of North America, they are Native Birds of the United States brought by the westerners to cause problems in the taro patches and deprive the Farmers of their privacy over the entire Island of Kauai. These Birds were given a Bird Reservation from Nihoa to Kure Island as shown in Exhibit (A) all Taro lands are used for growing Taro no Taro lands should be set aside for Birds or cattle.

2. The BLACK NECKED STILT, any of several limicoline Birds of the Charadriidae family esp. of the genus Himantopus, found chiefly in the marshes of Mexicanus a Native Bird of Mexico. This Bird does not need a Refuge he is gentel in all of our Taro patches on the Island of Kauai and is love by all Farmers. The Stilt is also related to the Plover and the Sandpiper both are migrating Birds.

3. MIGRATORY BIRDS :

These visitors are the migratory birds, their homes are in Alaska, Siberia and Northern Canada, there they have their nest and each summer raise their families. they are several kinds of Ducks and even geese which migrate up and down the Pacific Coast of America, these Birds should never be put in captivity.

The most regular is the pin-tail Duck called Koloa Mapu and the Shoveller called Koloa Moha, with the spoon-shaped bill. The female of the pin-tail Duck is smaller the feathers above being gray with blackish markings, it looks like the Duck called the Koloa maoli theirs no listing for any Duck called Koloa Maoli in the Book called Hawaiian Nature Notes written by E. H. BRYAN JR. in 1933. The Koloa Maoli is a female pintail Duck raised in captivity by the westerners to cause problems in the Taro patches by up rooting the Taro plants, it was kept from migrating back to its home to raised there families.

2.

Continued!

Continued:

2 The Koloa Maoli Duck, a female of the pintail Duck should be released from captivity by turning it back with its family the migratory pintail Duck or exterminated, because of captivity they cannot find there way home to Siberia, Alasaka, and Northern Canada and are causing problems with the Taro Farmers in their food producing Taro Farms by uprooting their Taro Crop through out the Islands.

3 Therefore, we have no need of a visitor cultural center or a wildlife refuge on the Island of Kauai, including a National Park set up by the United States Government as shown in Exhibit (C) who by Law have no jurisdictional rights of ownership over the Lands of the Polynesian Triangle of the Pacific Ocean of which includes the Hanalei, Puu-Ka-Pele lands of the Island of Kauai and Niihau lands with Land Title of Ownership belonging to the KANAKA MAOLI NATIONAL LANDS, Inc. situate within the surveyed boundaries of the Polynesian Triangle of the Pacific Ocean, To the United States Government, please Vacate the properties only the people are your citizens the property belongs to the Kanaka Maoli National lands, Inc.

Whereas, the chain of Title to these lands in Question once held by KAMEHAMEHA I, and his first wife KAAHUMANU, the Kuhina Nui or first in rank leading Chief also known as second KAMEHAMEHA, Heir at Law by estate of entirety after the death of KAMEHAMEHA I, May 8, 1819 to His and Her estate which includes The Hawaii Group, of Islands. Please examine exhibit (B) Chain of Title.

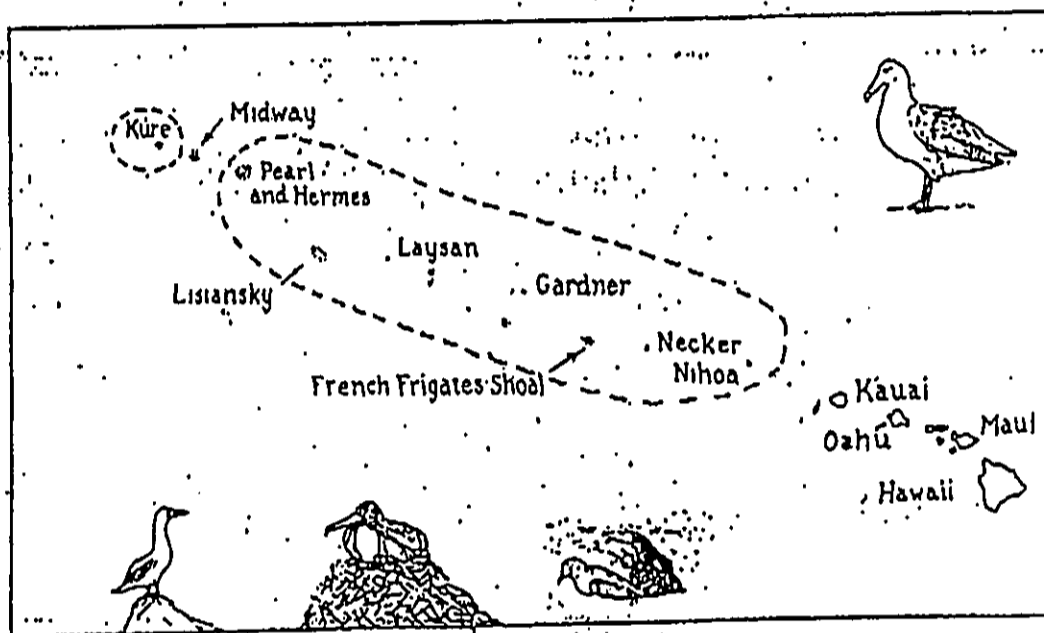
4 Therefore, by this claim of land Title by the United States and the State of Hawaii to the HAWAII GROUP OF ISLANDS, through the Overthrow of Queen Liliuokalani in 1898, a person who had no land Title to the Hawaii Group of Islands is a Fraudulent claim of lands.

Whereas, by this WARRANTY DEED, PALAPALA SILA NUI land census 5271 of which includes Kuleana land census 9903 the estate of KAAHUMANU, incorporated, approved, enacted and enforce by King KAMEHAMEHA IV, January 17, 1863 as documented in Docket No. 99 - 196766 situate in the Bureau of Conveyances of the State of Hawaii, written on pages 27, 28 and 29 and also by the sale and purchase of the entire private estate of KAKALIA OR ZAKARIA LAE, as documented in Docket No. 99 - 196766 on pages 12 through 14, Lands legally purchase by EMALIE PILA MANINI as document in Docket No. 99 - 196766 on pages 5, 6 and 7, this entire estate was purchase by JOSEPH FUNILEI MANINI, SR., GRANTEE as documented on page 1 of Docket No. 99 - 196766.

3.

46. THE HAWAIIAN ISLANDS BIRD RESERVATION

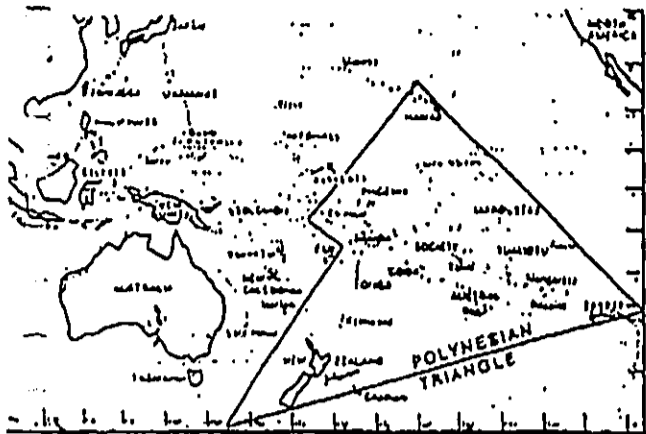
To the northwest of Kauai and Niihau stretches for over 1,300 miles a line of small, rocky peaks, coral islets and shoals. These are the summits of the same long range of volcanic mountains of which the eight main islands of the Hawaiian group are a part. They are indeed mountains, for they rise over 18,000 feet above the floor of the Pacific Ocean just to reach the surface of the water. (See p. 1.)



The islands enclosed by the dash line are included in the Hawaiian Islands Bird Reservation. Around the margin are sketches of some of their inhabitants. Upper right, the Laysan Island Albatross. Below, left to right, a booby on a rock; a frigate bird on her nest of sticks; and a shearwater at the mouth of the burrow she makes in the sand.

Four of the islets have rocky summits: Niihoa, 900 feet high; Necker, 275 feet high; Gardner, 170 feet, and La Perouse Rock (in French Frigates Shoal), 120 feet above sea level. Five are low coral islets, surrounded by shoals or reefs; Laysan, Lisiansky, Pearl and Hermes, Midway and Kure (or Ocean) islands. The rest are just reefs on which the seas break.

Exhibit (A)



KANAKA MAOLI, NATIONAL LANDS, Inc.
Development, Rentals & Management.

P.O. Box 911
WAIHEA, KAUAI, HAWAII 96796
Phone: (808) 338-1538
Cell:

CHAIN OF TITLE, HAWAII GROUP OF ISLANDS.
JOSEPH PUNILELI MANINI, SR. GRANTEE

PREAMBLE:

AGENDA: WARRANTY DEED; PALAPALA SILA NUI HELU 5271 with 3 apanas and
Kuleana Helu's 9903, 3021, 6674, 2290, and AWARDED DEED
of KAMEHAMEHA IV, January 17, 1863.

PROBATED: In the CIRCUIT COURT July 22, 1879, The COURT
AWARDED THE ESTATE CLAIMED TO KAKALIA LAE of Waimea,
Kauai in P - 326.

WARRANTY DEED, 5271, This document, approved, enacted and
enforce by this beloved Monarch King Kamehameha IV, this kuleana
lands, documented with proof as a WARRANTY DEED to KOOLUA and
KAIPO MELIEKE, kuleana land census No. 2290, 3021, 6674, 9903,
permanent and definite is this Title Document with this one
statement written down.

Therefore this instrument Palapala Sila Nui, (5271) a
definite document conveyed here, an agreement of Kamehameha IV,
Sovereign Monarch with the highest rank, due to his good heart,
this instrument conveyed aforesaid, and AWARDED, HAWAII GROUP OF
LANDS, NO all men by these presents that I, by descent is the
perpetual last monarch, a conveyance of this Title Deed to
KOOLUA and KAIPO MELIEKE this instrument of everywhere a conveyance
forever at Peakaui Waimea, to fulfill on the Island of PUNI
called Kauai, these possessions are your boundaries of lands.

WARRANTY DEED, PALAPALA SILA NUI HELU 5271 with Kuleana
Helu 9903, this information is situate in Docket No. 99 - 196766
on pages 28 and 29, recorded in the Bureau of Conveyances of
the State of Hawaii.

Probate 326, held July 22, 1879 an awarded Order of the
Circuit Court situate in Docket No. 99 - 204931, recorded in the
Bureau of Conveyances of the State of Hawaii.

1:

Continued:

Exhibit (B)

Continued :

The fact is, both the United States and the State of Hawaii do not claim legal jurisdictional rights over the National Lands of the Polynesian Triangle of which the Hawaii Group of Islands is a portion off and is claimed to be the private estate of KAAHUMANU, Kuhina Nui, first wife of Kamehameha I, since May 8, 1819 A. D. by Warranty Deed, Kuleana Helu 9903; therefore the United States and the State of Hawaii both are in Violation of the Probate Courts Order or Ruling awarded by the Circuit Court on July 22, 1879 granting the estate claimed to KAKALIA LAE, in P - 326 record recorded in Docket No. 99 - 196766 and Docket No. 99 - 204931 situate in the Bureau of Conveyances of the State of Hawaii.

The fact is, the illegal transfer of the Hawaii Group of Islands by both the United States and the State of Hawaii is a fraudulent scheme against KAKALIA LAE, and today against the legal Grantee, Heir at Law and Executive JOSEPH PUNILEI MANINI, SR., Legal Owner of both the Hawaii Group of Islands and the KANAKA MAOLI, NATIONAL LANDS, incorporated situate in the Bureau of Conveyances of the State of Hawaii, recorded in Docket No. 99 - 193279, Docket No. 99 - 196766 and Docket No. 99 - 204931.

CHAIN OF TITLE, HAWAII GROUP OF ISLANDS.

KAAHUMANU (W) Kuhina Nui, first in rank leading Chief also known as second Kamehameha.
first Husband;

KAMEHAMEHA I (K) Deceased May 8, 1819 A. D.

NO CHILDREN:

second Husband:

Chief KAUMUALII (K) of the Islands of KAUAI, NIIHAU AND NIHOA
Deceased 1824 A. D.

NO CHILDREN:

KAAHUMANU (W) Kuhina Nui, wife of Kamehameha I, and Chief Kaumualii, and through estate of entirety became the Heir at Law and legal Owner of the Hawaii Group of Islands in its entirety in the year 1824 A. D.

Continued :

- KAHUMANU (W) KUHINA NUI , also known as SECOND KAMEHAMEHA , before her death on June 5, 1832 A. D. and through this conveyance as documented in Warranty Deed, Kuleana land census 9903 apana 3 , record situate in Docket No. 99 - 196766 on pages 35, 36 and 37 lands conveyed belonging to NAMAHAHA , MY ENTIRE ESTATE a Conveyance conveyed absolutely by KAHUMANU to her Sister NAMAHAHA with forever ownership rights as documented and witness by NAAKAAKAI.
- NAMAHAHA (W) with no children legal owner of her estate with forever ownership rights from her sister KAHUMANU, Kuhina Nui and by this conveyance conveyed her entire estate to KAKALIA LAE , who sworn says he accepts her entire estate as documented and certified in land census Docket No. 99 - 196766 on page 35 Kuleana Helu 9903 apana 3 pages 36 and 37 witness by NAAKAAKAI.
- KAKALIA LAE (K) --Legal Owner of his estate as documented in land census 9903 apana 3 page 37 and witness by NAAKAAKAI , with forever ownership rights from NAMAHAHA , sister of KAHUMANU, Kuhina Nui and by this conveyance sold and conveyed his entire private estate for \$ 40.00 dollars purchased and conveyed absolutely unto said EMALIE PILA , his sister-in-law dated July 18, 1878 A.D. as documented and certified in Docket No. 99 - 196766 on pages 12, 13 and 14 and witness by Nicholas Manini and Kakalia Lae , Cull Brown Notary Public , Recorded and Compared this 20th day of July A.D. 1878 , at 9 :30 O'clock A. M. by Thomas Brown Registrar of Conveyances .
- KAMEHAMEHA IV , by this Warranty deed, Palapala Sila Nui land census 5271 with Kuleana land census 9903 incorporated the estate of KAHUMANU in this Warranty Deed, Jan. 17, 1863 to KOOLUA and KAIPO MELIEKE and before his death conveyed his estate documented in Helu 5271 to his relative KAKALIA LAE , RECORD situate in Docket No. 99 - 196766 on pages 12 and 13 .

Continued :

The lands of Warranty Deed, Palapala Sila Nui land census 5271 with 3 apanas and Kuleana Helu's 9903 ; 3021 ; 6674 ; 2290 was probated in THE Circuit Court in P - 326 dated July 22, 1879 and found to be the estate of KAKALIA LAE .

Distribution of the estate of EMALE PILA , legal owner of her estate as discribed on pages 12 , 13 and 14 and also on page 6 of land census Docket No. 99 - 196766 with forever ownership rights from her brother-in-law KAKALIA LAE , and by this conveyance sold and conveyed her entire estate to her daughter KAAUA PILA MANINI, for the sum of \$ 100.00 dollars as documented and certified on page 6 of Docket No. 99 - 196766 and also on page 7, and there heirs , executors and administrators forever , for the aforesaid sum .

Lands were conveyed October 22, 1890 A.D. Recorded and Compared this 28th day of October A. D. 1890 at 10 : O'clock A. M. Malcolm Brown Deputy Registrar of Conveyances .

Both EMALE PILA and KAAUA PILA MANINI , were deceased with no dependant husband or children before the year 1920.

JOSEPH PUNILEI MANINI , SR. , Heir at Law by descent , Executor and GRANTOR of the Estate of EMALE PILA TO MRS K. MANINI , a conveyance through inheritance.

Know all men by these presents that I, Joseph Punilei Manini , Sr. Executor and Grantor of the estate of EMALE PILA TO MRS. K. MANINI for and in consideration of the receipt of the sum of one hundred dollars from Joseph Punilei Manini , Sr. , of Waimea Island of PUNI, name Kauai , therefore I, have sold and conveyed absolutely this entire estate to Joseph Punilei Manini, Sr. , Heir at Law and Grantee by this instrument.

I, hereby certify that this is a true copy from the records of the Bureau of Conveyances , as Docket No. 99 - 196766.

Josephine A. Raraes for Registrar of Conveyances Assistant
Registrar , Land Court State of Hawaii December 14, 1999 at 8 : 02.

JOSEPH PUNILEI MANINI , SR .
KANAKA MAOLI , NATIONAL LANDS , INC.
EXECUTIVE AND GRANTEE .

**Who are involved?
What are their roles?**

The project sponsors include the State of Hawaii Department of Transportation Highways Division (HDOT), the Federal Highway Administration (FHWA), the U.S. Fish and Wildlife Service (FWS) and Princeville Corporation.

HDOT would manage the design and construction of the scenic stop. HDOT has been concerned about the uncontrolled access at the existing scenic stop on Kuhio Highway. Lacking an alternative, HDOT has not restricted access to the existing stop because of the value of the overlook, which provides the spectacular and classic view of Hanalei Valley.

FHWA administers the funding program, Public Lands Highways (PLH) discretionary funds, that are being used to plan the project. The objectives of the PLH program are to strengthen the connection between the nation's highways and federal lands, such as national parks and landmarks. FHWA's role is to ensure the project achieves PLH objectives.

USFWS would accept ownership of the proposed scenic stop, which would become part of the Hanalei National Wildlife Refuge (NWR). Consistent with the provisions of the National Wildlife Refuge System Improvement Act of 1997, the USFWS seeks to foster greater public understanding and appreciation of the nation's natural resources, including protection of threatened and endangered species.

Princeville Corporation, the owner of the project site, is willing to make a public donation of the property for scenic purposes. Although only about three acres is needed for the scenic stop, Princeville would donate six acres so that the scenic stop would be contiguous with the Hanalei NWR. About half the land donation consists of steep side slopes and remnant pieces of land.

Exhibit (c)

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030480

June 4, 2003

Mr. Joseph Manini, Sr.
The Kanaka Maoli, National Lands, Inc.
P.O. Box 911
Waimea, Hawaii 96796

Dear Mr. Manini Sr.

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your written comments and oral comments made during the public meeting held on November 14, 2001. We have reviewed both your written and oral comments and would like to provide the following responses. A copy of your written comments has been numbered, and we are responding to these comments by this numbering. Your oral comments were paraphrased for brevity. If we have misinterpreted your oral comments, please let us know.

1. We respect your rights to oppose and even protest against the United States of America and State of Hawaii governance of the islands. However, the U.S. Fish and Wildlife Service (Service) acquisition and ownership of the Hanalei National Wildlife Refuge (NWR) are legal under our current Federal and State laws.
2. Your comments question the federal trust status of some of the species that use Hanalei NWR as habitat. The Endangered Species Act (ESA) allows for the removal of species from the threatened and endangered list if there is evidence that such species are not in jeopardy of extinction. In fact, it is one of the primary objectives of the Service to improve our environment and enhance wildlife populations so that species are removed from the federal endangered species list. If you have evidence that any of the species that use the Refuge should no longer be considered as needing protection under the ESA, we encourage you to present this information to the Service.

Mr. Joseph Manini, Sr.
Page 2
June 4, 2003

3. We acknowledge your opinion that the proposed scenic stop with its visitor information center is not needed. Apart from the scenic stop's connection with the Refuge, we believe the project will provide new opportunities for visitors to learn about the unique natural and cultural heritage of Hanalei Valley, Kauai and Hawaii.
4. The information you have provided is beyond the scope of the project and should be directed to the courts to resolve.

Comment. The U.S. Fish and Wildlife Service does not have the right to accept the land donation from Princeville because the property belongs to the Kanaka Maoli.

Response. Please see responses to Comments 1 and 4. The project would be consistent with the laws of the United States of America and the State of Hawaii, which allow for Princeville Corporation to donate its property to the Service for this project.

Comment. The project site is on riparian lands. Therefore, the project should not infringe upon Native Hawaiian fishing and gathering rights on Hanalei River.

Response. The project would be located on a bluff overlooking Hanalei Valley, not near or along Hanalei River. It would not affect access to the river for fishing and gathering by Native Hawaiians and others.

Comment. The U.S. Fish and Wildlife Service does not support the interests of taro farmers in the valley. They are more concerned about protecting the endangered species.

Response. Congress directed the Service to develop and administer a network of lands and waters for the conservation and restoration of the nation's fish, wildlife and plant resources. The Hanalei NWR was created to conserve federal trust species that include four species of endangered Hawaiian waterbirds and several species of migratory waterfowl and shorebirds. As you are aware, the Service permits several farmers to cultivate taro in the Refuge. However, the practices of the farmers have to be compatible to the purpose of the Refuge. The Service is currently funding studies that will help manage taro farming activities on the Refuge.

Mr. Joseph Manini, Sr.
Page 3
June 4, 2003

HWY-K 4.030480

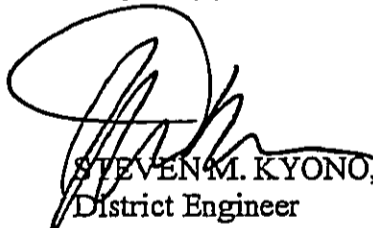
Comment. A public hearing should be conducted for this project.

Response. Although a public hearing is not required for the environmental review of the project, public meetings, including the one at which you provided comments, were conducted. The purpose of the meeting you attended was to provide the public with the opportunity to request questions to our staff and consultants about the project and the Draft EA. We also wanted to make it easier for the public to provide comments about the project and the environmental review. Public hearings will be held in the future because the project requires a State Conservation District Use Permit and a County Use Permit. You will have an opportunity to provide additional comments at these public hearings.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,


STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

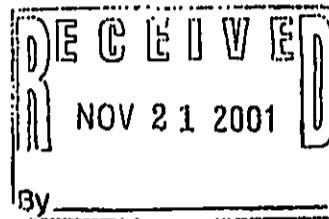


Kauai Economic Development Board

4290 Rice Street, Lihue, Kauai, Hawaii 96766 Phone: (808) 245-6692 Fax: (808) 246-1089 email: kedb@kedb.com

November 12, 2001

Mr. Steven Kyono, District Engineer
State of Hawaii
Department of Transportation
Highways Division
Kaua'i District
3060 Eiwa Street, Room 205
Lihu'e, Hawai'i 96766



Rc: Hanalei Valley/Hanalei National Wildlife Refuge
Scenic Stop, Island of Kaua'i
Project No. FLH-056-1(45)

Dear Mr. Kyono:

The Kaua'i Economic Development Board (KEDB), consisting of over 50 member businesses and their 8,000+ employees, *supports* the Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop Project.

The recently completed Kaua'i General Plan includes a Hanalei Visitor Center in its preliminary vision for the planning district in 2020, based on community and CAC input. This project can fulfill this vision and provide educational opportunities for both visitors and residents. Cultural programs and displays can also be implemented, and possibly technological advances, such as video teleconferencing, which can be used for distance learning programs.

This will be more than a scenic stop area, and can benefit the community by providing services, and not be an area only for visitors.

Thank you for the opportunity to provide comments on this project.

Sincerely,

Kris Nakata
Executive Director

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030481

June 4, 2003

Ms. Kris Nakata
Kauai Economic Development Board
4290 Rice Street
Lihue, Hawaii 96766

Dear Ms. Nakata:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for the support of the Kauai Economic Development Board and your member businesses.

We appreciate your suggestions for the visitor information center. The U.S. Fish and Wildlife Service (Service) has indicated to us that they are willing to work with State, local and visitor-industry agencies and organizations to provide non-commercial information to visitors and residents. However, the Service wants to emphasize that the primary purpose of the visitor information center will be to provide interpretive materials about the Refuge and the natural and cultural history of Hanalei Valley. In this regard, the facility cannot be considered the "visitor center" envisioned in the Kauai General Plan.

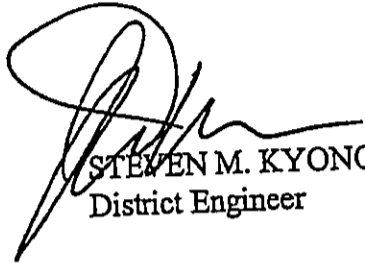
We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

HWY-K 4.030481

Ms. Kris Nakata
Page 2
June 4, 2003

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

Public Comment Form
Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division and Federal Highway Administration in the environmental review of the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: Edward Matsukawa
Address: Kauai Island Tours, Inc.
P.O. Box 1645
Lihue, HI 96766

Please make any comments below:

It's a great project and I strongly support it. It is my understanding that this project will take into consideration the need to address accessibility issues as well as visitor conveniences, i.e., adequate parking for tour buses & restrooms. Because our larger motor coaches are restricted from going into Hanalei this scenic stop is the featured highlight of our Hanalei Valley sightseeing tours.

My other comment would be why only Hanalei is being addressed? When you consider the number of visitors that the tour bus industry takes on sightseeing tours of the Island of Kauai to the other following scenic sites, i.e., Wailua River Marina, Hanapepe Valley Lookout and Waimea Canyon Lookout, these sites really need to be better showcased. However, of all the sites it is no question that the Wailua River Marina is deplorable. The road is in desperate need for resurfacing and the facilities need to be upgraded. We literally bring in thousands of visitors to this facility every day but we have not seen any concerted effort despite our requests. It is frankly embarrassing and this condition should not be ignored. This site of all the sites should receive priority. This is an "asset" to the State (income generating) and must be given the necessary attention & urgency which is so important to the visitor industry. It is unimaginable that we allow the deterioration of this facility to continue over the years.

For your comments to be considered in the environmental review, please submit them by November 23, 2001. Thank you.

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030482

June 4, 2003

Mr. Edward Matsukawa
Kauai Island Tours, Inc.
P.O. Box 1645
Lihue, Hawaii 96766

Dear Mr. Matsukawa:

Subject: Hanalei Valley / Hanalei Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your input regarding the proposed Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate your support and hope that you participate in our public involvement activities should this project move forward.

For your information, the Hanalei Valley/Hanalei National Wildlife Refuge (NWR) Scenic Stop project materialized because we were able secure specific funding for planning of this project from the Public Lands Highway (PLH) program. The PLH program seeks to strengthen the connection between the nation's highways and federal lands, such as the Hanalei NWR. Our proposal does not diminish the importance of other needs, such as providing or improving scenic sites at other areas of the island, nor does it mean that this project is more important than other projects.

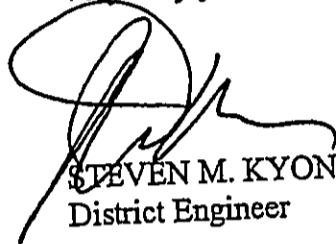
We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

HWY-K 4.030482

Mr. Edward Matsukawa
Page 2
June 4, 2003

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



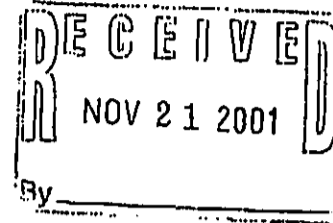
STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

HAWAII

Kaua'i Visitors Bureau

October 30, 2001



Mr. Steven Kyono
District Engineer
State Highways Division
Dept. of Transportation
3060 Eiwa Street, Room 205
Lihue, HI 96766

Re: Draft Environmental Assessment / Hanalei Valley, Hanalei National Wildlife
Refuge Scenic Stop

Dear Steve:

After very careful consideration by the Kaua'i Visitors Bureau (KVB)
Board of Directors, we would like to inform you that we would support the
relocation of the Hanalei Valley scenic stop with the following conditions:

- Every effort will be made to address the community's concerns regarding the new location.
- Height of any structure be limited as much as possible to avoid destroying the view plane.
- The visitor center also include a strong cultural element for education of taro and the Hanalei River's Heritage status and other issues as deemed appropriate by the community.

Should you have any questions regarding this matter, please don't hesitate to contact me at 245-3971.

Sincerely,

A handwritten signature in cursive script, appearing to read "Susan A. Kanoho".

Susan A. Kanoho
Executive Director

4334 Rice Street, Suite 101, Lihue, Hawaii, USA 96766
Telephone: 1-(808) 245-3971 Facsimile: 1-(808) 246-9235
Website: <http://www.kauaivisitorsbureau.com>

3-199

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030483

June 4, 2003

Ms. Susan A. Kanoho, Executive Director
Kauai Visitors Bureau
4334 Rice Street, Suite 101
Lihue, Hawaii 96766

Dear Ms. Kanoho:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project.

We appreciate the support of the Kauai Visitors Bureau (KVB) Board of Directors and we look forward to working with you and members of the KVB as we proceed with this project.

We agree with the conditions of your support. As stated in the Draft EA, we will continue public participation throughout the design phase should the project move forward so that we develop a public facility that would be in character with its surroundings and would satisfactorily address community concerns about visual impacts to the valley and Refuge. We are also confident that the educational materials of the visitor center will include information on the unique natural and cultural history of the valley.

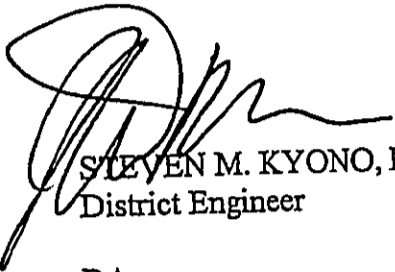
We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

Ms. Susan A. Kanoho, Executive Director
Page 2
June 4, 2003

HWY-K 4.030483

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030484

June 4, 2003

Mr. Ron Langdon
Box 291
Kilauea, Hawaii 96722

Dear Mr. Langdon:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments made during the public meeting held on November 14, 2001 regarding the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We have reviewed your oral comments and would like to provide the following response. If we have misinterpreted your comments, please let us know.

Comment. Does not believe the U.S. Fish and Wildlife Service would be able to adequately maintain the grounds of the scenic stop.

Response. The U.S. Fish and Wildlife Service (Service) has conducted an internal feasibility study. Based on the Service's experience at the Kilauea Point National Wildlife Refuge, they have estimated that the scenic stop would attract approximately 1000 to 1100 visitors a day, and that a conservative average of \$2 per visitor would be spent at the bookstore. The Service believes that revenues generated by the bookstore would be sufficient to maintain and operate the scenic stop. If revenues are insufficient, the Service would seek funding from other sources.

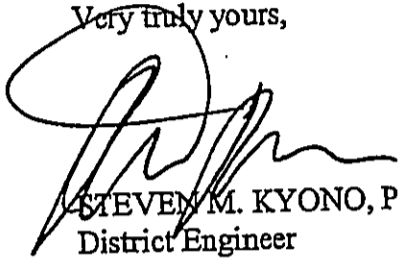
We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

Mr. Ron Langdon
Page 2
June 4, 2003

HWY-K 4.030484

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

LIMU COALITION

P.O. Box 1183, Hanalei HI 96714
808-826-6814; fax 826-1115
<chuan@aloha.net>

NOV 26 2001

November 20, 2001

From: Limu Coalition

To: Mr. Steven M. Kyono, P.E., District Engineer
Highways Division, Kauai District
State of Hawaii Department of Transportation
3060 Eiwa Street, Room 205
Lihue, HI 96766

Subject: Comments on Draft Environmental Assessment for the Hanalei Valley/Hanalei
National Wildlife Refuge Scenic Stop

Comments on Draft Environmental Assessment for the Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop

1. The proposed activity is of such a magnitude with attendant significant impacts that a full **Environmental Impact Statement** is required.

There is a fundamental dis-connect between the title of the DEA, as described on the cover of the document, and the contents therein. The best way to illustrate the situation would be a situation wherein one picks up a book about domestic cats, as advertised on its cover, but discovers that the contents are all about the tiger or the lion, the only connection being that the advertised creature and the actually described one are both felines. The document in question is entitled "Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop, County of Kauai, Hawaii." The operative entity here is a "Scenic Stop." According to the publication "A Policy on Geometric Design of Highways and Streets, 1994" published by the American Association of State Highway and Transportation Officials – the so-called Green Book of highway designers, pp 308-309,

2. *"Safety rest areas, information centers, and scenic overlooks are functional and desirable elements of the complete highway development and are provided for the safety and convenience of the highway user. A safety rest area is a roadside area, with parking facilities separated from the roadway, provided for the motorist to stop and rest for short periods. The area may provide drinking water, toilets, tables and benches, telephones, information facilities, and other facilities for travelers. A safety rest area is not intended to be used for social or civic gatherings or for such active forms of recreation as boating, swimming or organized games. An information center is a manned or unmanned facility at the safety rest area for the purpose of providing informational services to the motorist. A scenic overlook is a roadside area provided for motorists to park their vehicles, beyond the shoulder, primarily for viewing the scenery or for taking photographs in safety. Scenic overlooks need not provide comfort and convenience facilities....."*

2 The contents of the subject document can in no way be interpreted to describe a "scenic overlook" or a "scenic stop". In fact, the document describes a major facility that is not on the only highway (State Highway 560) in the area, that can only be reached by a road that leaves the highway, and which comprises: a new intersection on Kuhio Highway, a parking lot, a maintenance and storage shed, scenic overlooks and a visitor-cultural center featuring environmental and cultural interpretative displays, open-air pavilion and gardens, restrooms and a book and gift store.

3 Thus the only connection between the cover and contents of the subject document is that they both contain the word Hanalei. One can only conclude that the masquerading of a Regional Visitor Center as a Scenic Stop is but a thinly veiled and maladroit attempt at avoiding the execution of an Environmental Impact Statement.

2. The Applicants have failed to conduct a meaningful assessment of Alternatives.

4 At the beginning of the Pre-assessment Consultation phase the HDOT came to the Hanalei Community, on August 29, 2000, to explain that a new lookout was needed to replace the existing Hanalei Lookout because of liability concerns with the latter, an assertion completely unsupported by factual information. Immediately following this first informational meeting members of Limu Coalition, a community-based organization for the preservation and protection of the physical and cultural resources of the North Shore of Kauai, conducted a detailed survey of the usage of the Hanalei Lookout during the week of October 25 to October 31, 2000. Vehicles entering the Lookout (from both directions) were counted in 15-minute intervals for eight hours each day. The number of vehicles parked at the Lookout was counted in 5-minute intervals, to assess the occupancy situation. The survey results are presented in the attached Survey Report. This report was presented at the second HDOT informational meeting on November 2, 2000; and copies of the reported were handed to the HDOT as well as its consultants.

It is seen in the survey report that the total number of vehicles visiting the Lookout averaged about 350 per day, with about the same number entering the Lookout from both directions. (This indicated that the necessity of making a left turn to enter the Lookout did not deter westbound (to Hanalei) vehicles. The vehicle occupancy data showed mean occupancy of about 3; and the average dwell time was about 6 minutes – just long enough to admire the scenery and take some pictures, there being apparently little interest in viewing the information displays installed at this lookout by the FWS.

5 It is entirely clear from this data that the HDOT's assertion that the existing Hanalei Lookout was inadequate and unsafe was completely unfounded. It is also understandable that the HDOT would not wish to accept the Limu Coalition survey results. As a matter of fact, this survey report is not included in Appendix A – Early Agency and Public Comments – of the DEA!!

-7 This is a deliberate violation of the rules for the preparation of any Environmental Assessment. Considering the indisputable factual information regarding the existing Hanalei

7 | Lookout the inescapable choice of Alternatives to the Proposed Activity is the No action Alternative.

8 | On the other hand, the Applicants have employed rather novel logic to eliminate two alternatives, as demonstrated in Section 1.5.4 of the DEA, page 1-19. Apparently the Applicants consider the goal of the "Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop" is to generate revenue. (Paragraph 2 of Section 1.5.4 of the DEA) Therefore the facility must be elaborate enough (to require maintenance) to accommodate a large enough patronage at the book/gift store to generate enough income to support the maintenance of the elaborate facility. Whereas the existing Hanalei Lookout on Kuhio Highway (Route 560) costs neither the HDOT nor the FWS anything for maintenance. The very modest maintenance (mowing the grassy strip) is provided gratis by the local Lions Club. The logic here seems to be the reverse of that of the HDOT, a situation that should prove intriguing to logicians who study the minds of government bureaucrats.

3. The Applicants have failed to consider **Environmental Justice**

President's Executive Order 12898 defines Environmental Justice as

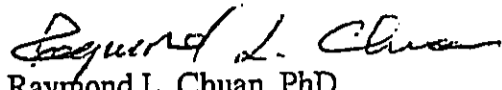
9 | *"...the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including a racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies."*

10 | The proposed Scenic Stop would impose significant negative environmental, cultural and economic impacts on minority and low income communities in the Hanalei River Valley directly below and within view of the proposed Scenic Stop. Minority, and especially Native Hawaiian families are engaged in subsistence as well as commercial taro farming along the Hanalei River, in an area served by a one-lane road along the west bank of the river and a narrower and not totally paved road on the east bank. At the present time less than twenty non-resident vehicles visit this area; of these none travels more than about one quarter mile up the river. As advertised in the subject DEA the proposed project is designed to promote the Hanalei National Wildlife Refuge, the success of which would send hundreds of visitors' vehicles up the river, which will disturb the normal activities of the communities, interfere with their farming activities, create air and sound pollution, and cause traffic congestion on the narrow roads.

11 | The subject DEA has failed to address these and other Environmental Justice Issues.

Thank you for your attention. We shall be happy to furnish you with additional material if deemed necessary to assure complete and adequate compliance with provisions of NEPA, HEPA and HRS 343.

Sincerely yours,



Raymond L. Chuan, PhD
President
Limu Coalition

Attachment: Hanalei Lookout Usage Survey – October 25 to October 31, 2000

Cc: With attachment

U.S. Department of Transportation, Federal Highway Administration
Hanalei Roads Committee
Parsons Brinckerhoff, Inc.
Hawaii State Department of Transportation
Office of Environmental Quality Control
Sen. Jonathan Chun
Representative Hermina Morita

HANALEI LOOKOUT USAGE SURVEY

October 25 to October 31, 2000

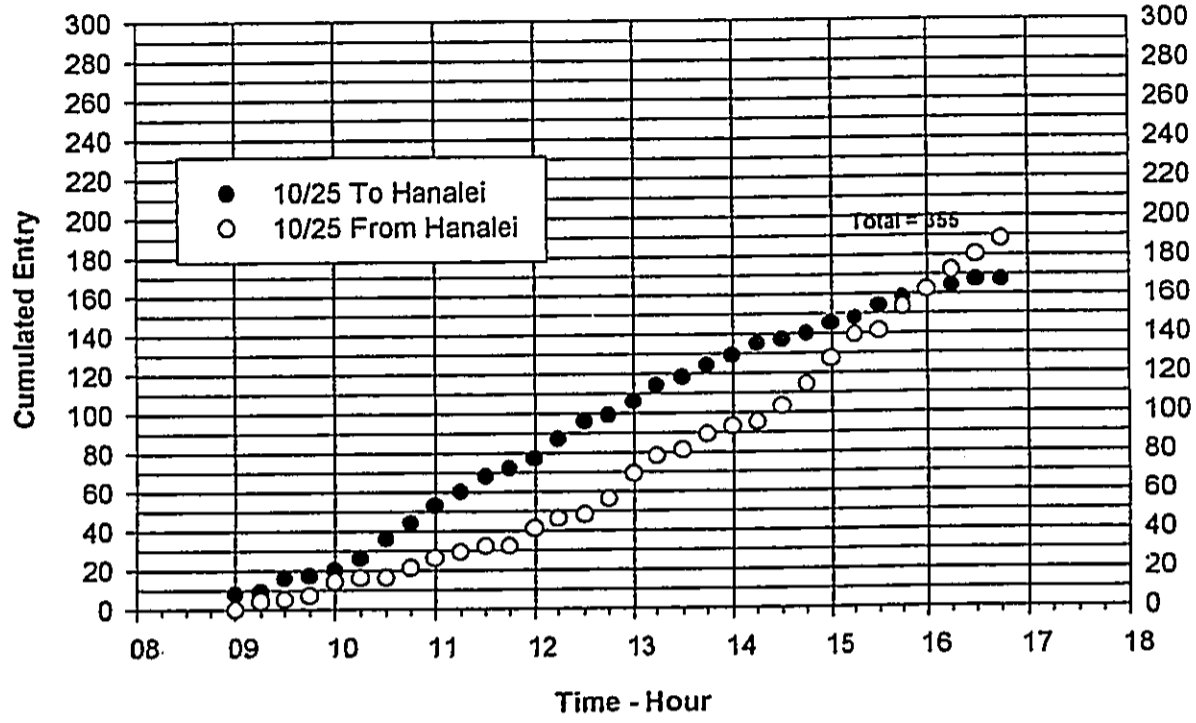
A Community Service by Limu Coalition
P.O. Box 1183, Hanalei, HI 96714

The basic reason offered by the DOT for moving the Hanalei Lookout to a new location has been that the present Lookout is too small, too crowded and unsafe. At two information meetings the public asked if the DOT had any specific data to support this claim; the answer was in the negative. Therefore, prior to the third information meeting on November 2, 2000 members of Limu Coalition conducted a usage survey at the Hanalei Lookout. For eight hours a day for seven consecutive days vehicles entering the Lookout from both directions were counted. The number of vehicles at the Lookout were also counted every fifteen minutes. These data are shown in the following graphs.

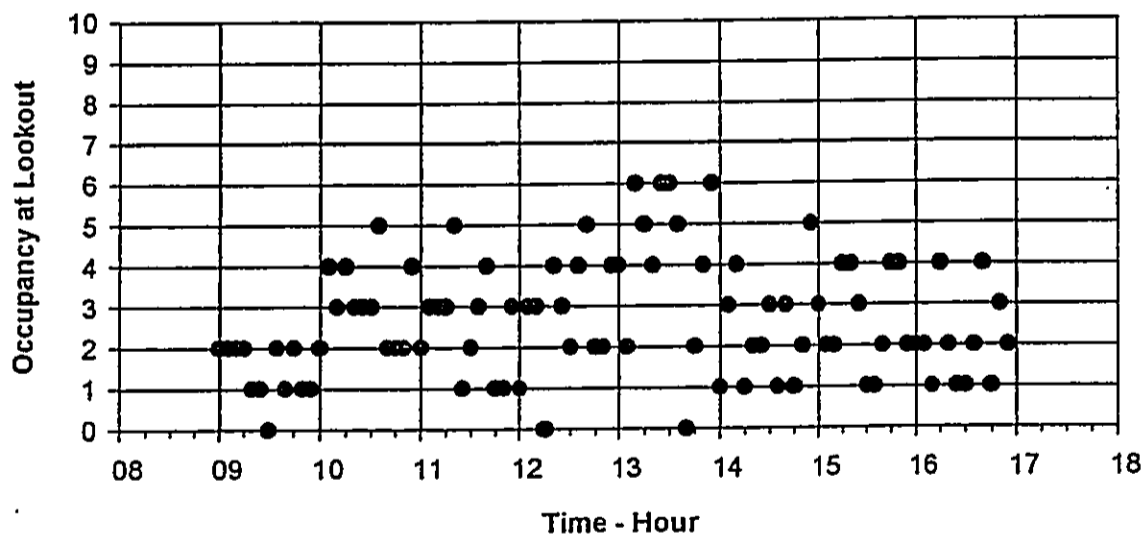
During these seven days, when the weather was excellent except for one day when it was overcast with occasional light drizzle, the maximum number of vehicles visiting the Lookout was 415 and the minimum 287. The occupancy at the Lookout was about 3 or 4 at most times, with occasional 6, and maximum observed at 9. There was never any traffic jam or delay. Most of the time a departing vehicle waited about 4 or 5 seconds. The occasions when the wait to exit the lookout, in either direction, exceeded 15 seconds were when tour buses parked too closed to the highway and blocked the view of the highway for the departing drivers.

Based on these observations the claims of the DOT were clearly not based on facts. At the end of the November 2 meeting a vote was taken. Except for personnel from DOT, Fish and Wildlife and Princeville Corp, no one voted for the proposed new lookout. The reasons for this strong opposition are, of course, rooted in the strongly held conviction by residents of the North Shore against any development, especially anything involving Princeville. In this case the donation of the land for the proposed lookout (which would have a large parking lot, lights, gate and a gift shop) was seen as a ruse by which Princeville would gain a beachhead mauka of Kuhio Highway. As a matter of fact, a "visitor center" at the proposed site has been on Princeville's promotional maps for many years.

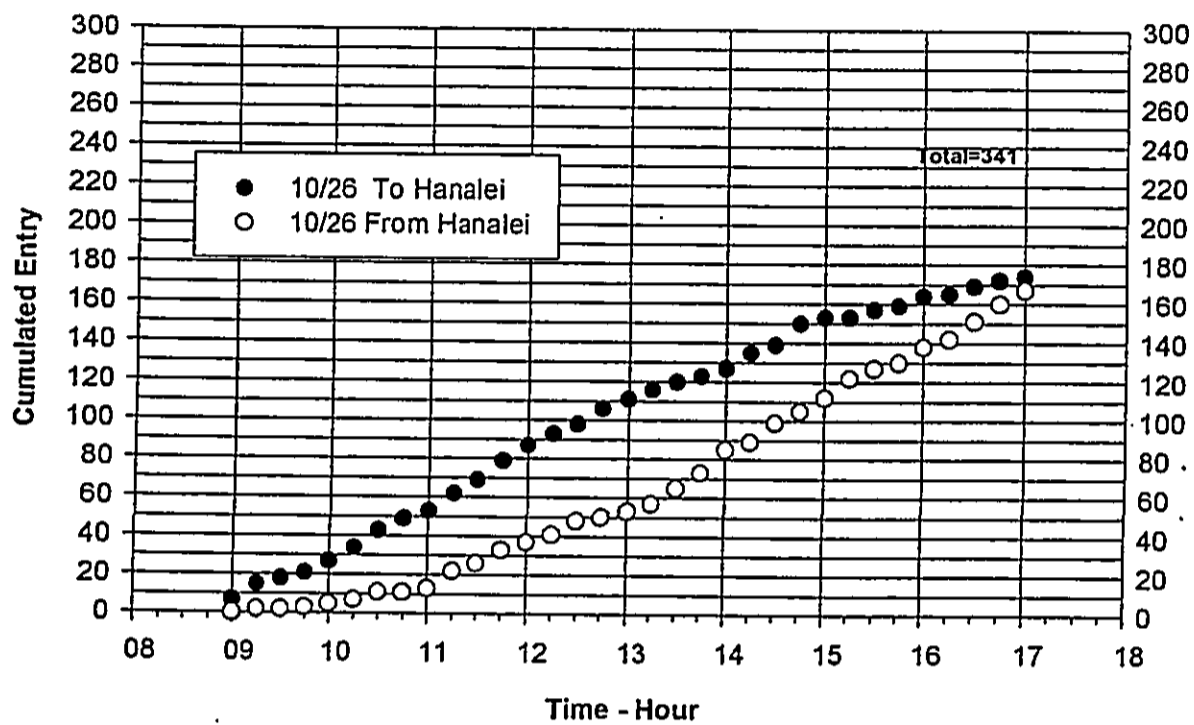
**Hanalei Lookout Vehicle Count
Wednesday, October 25, 2000**



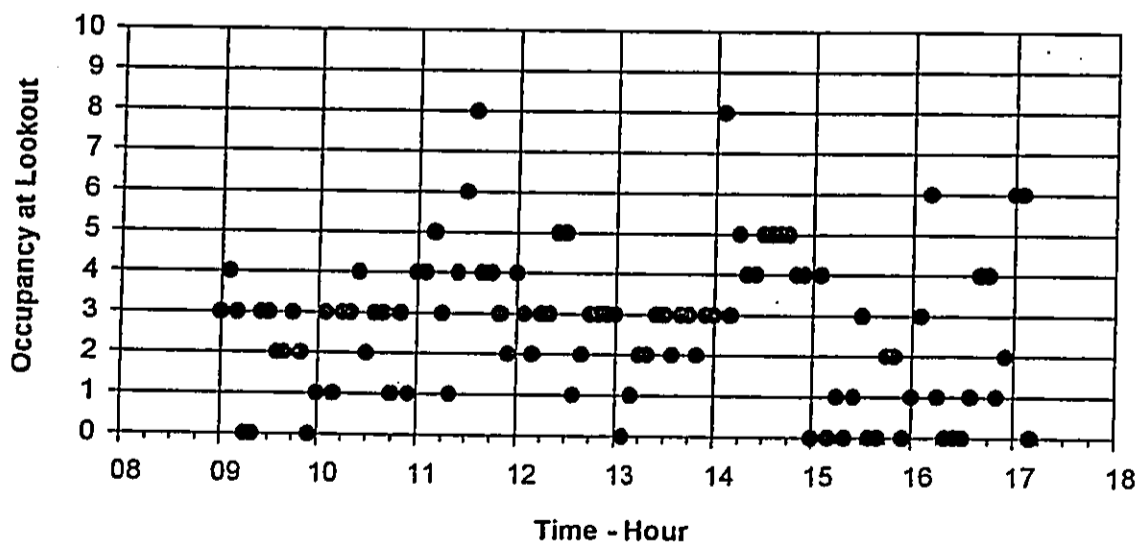
**Vehicle Occupancy at Hanalei Lookout
Wednesday, October 25, 2000**



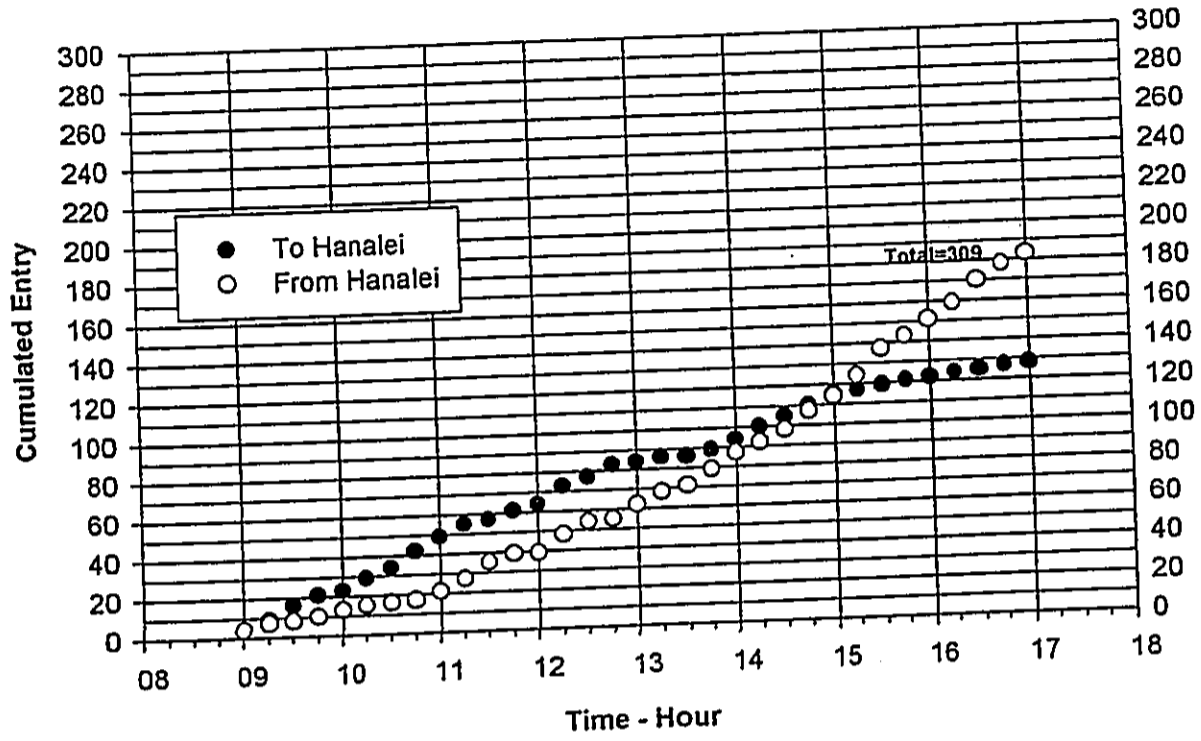
Hanalei Lookout Vehicle Count
Thursday, October 26, 2000



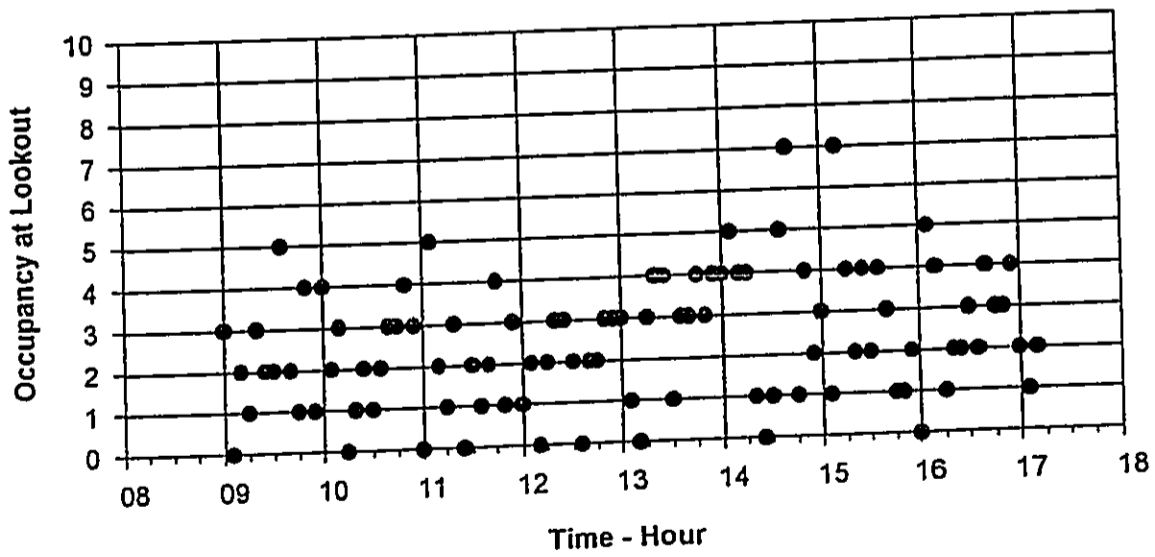
Vehicle Occupancy at Hanalei Lookout
Thursday, October 26, 2000



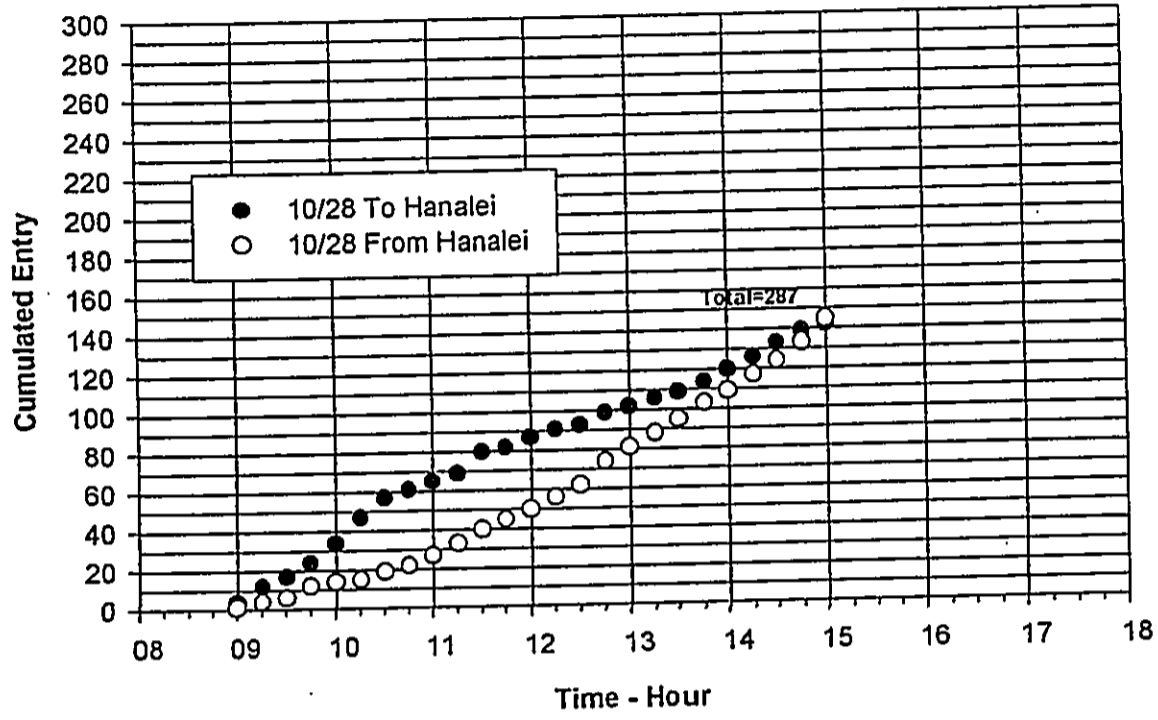
Hanalei Lookout Vehicle Count Friday, October 27, 2000



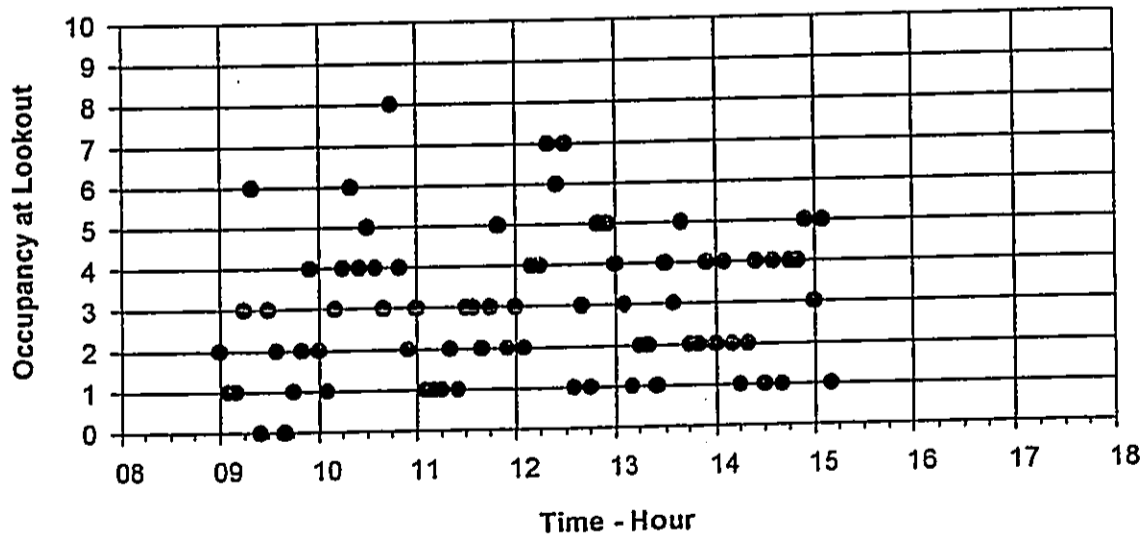
Vehicle Occupancy at Hanalei Lookout Friday, October 27, 2000



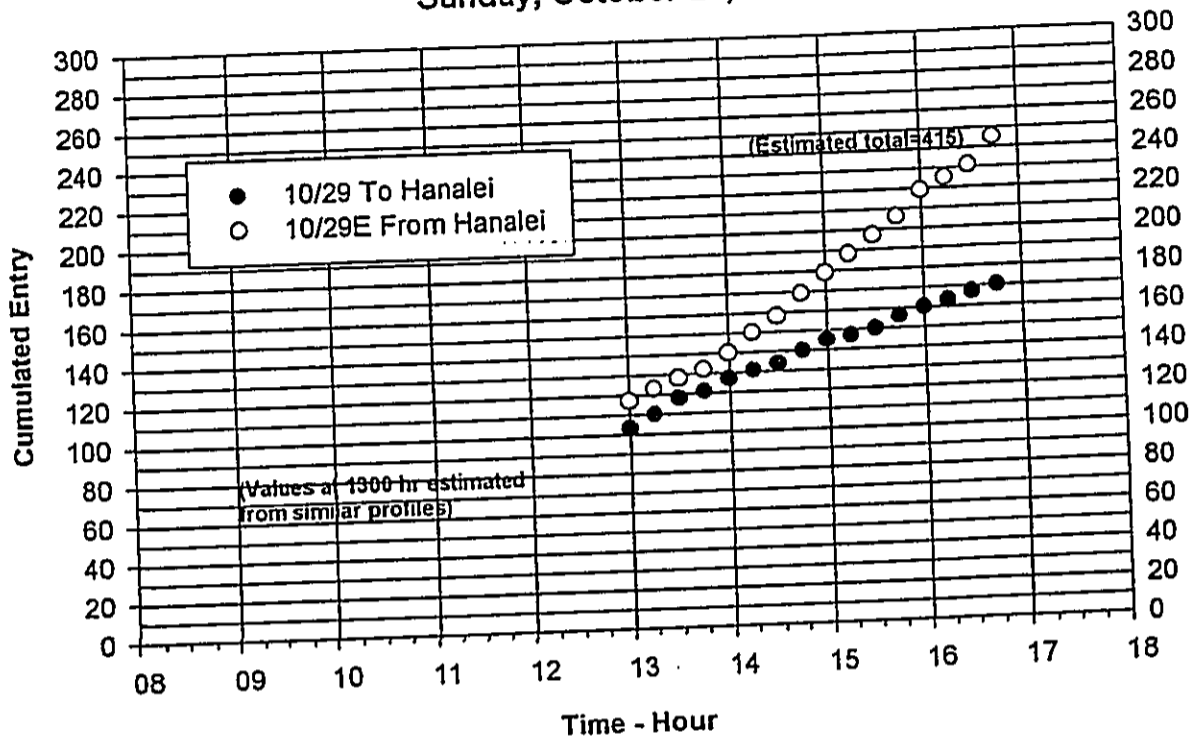
**Hanalei Lookout Vehicle Count
Saturday, October 28, 2000**



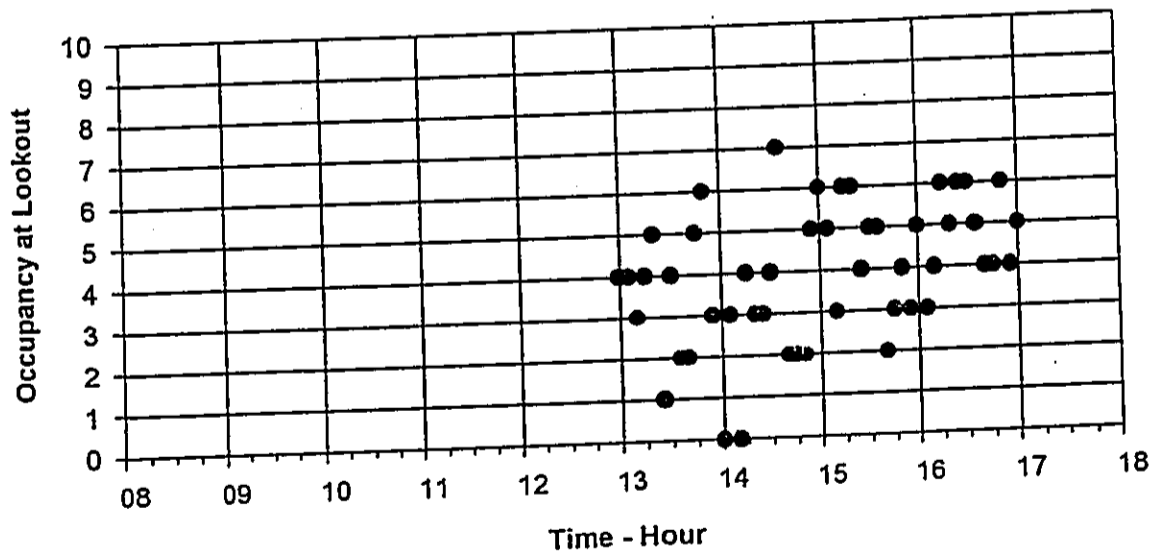
**Vehicle Occupancy at Hanalei Lookout
Saturday, October 28, 2000**



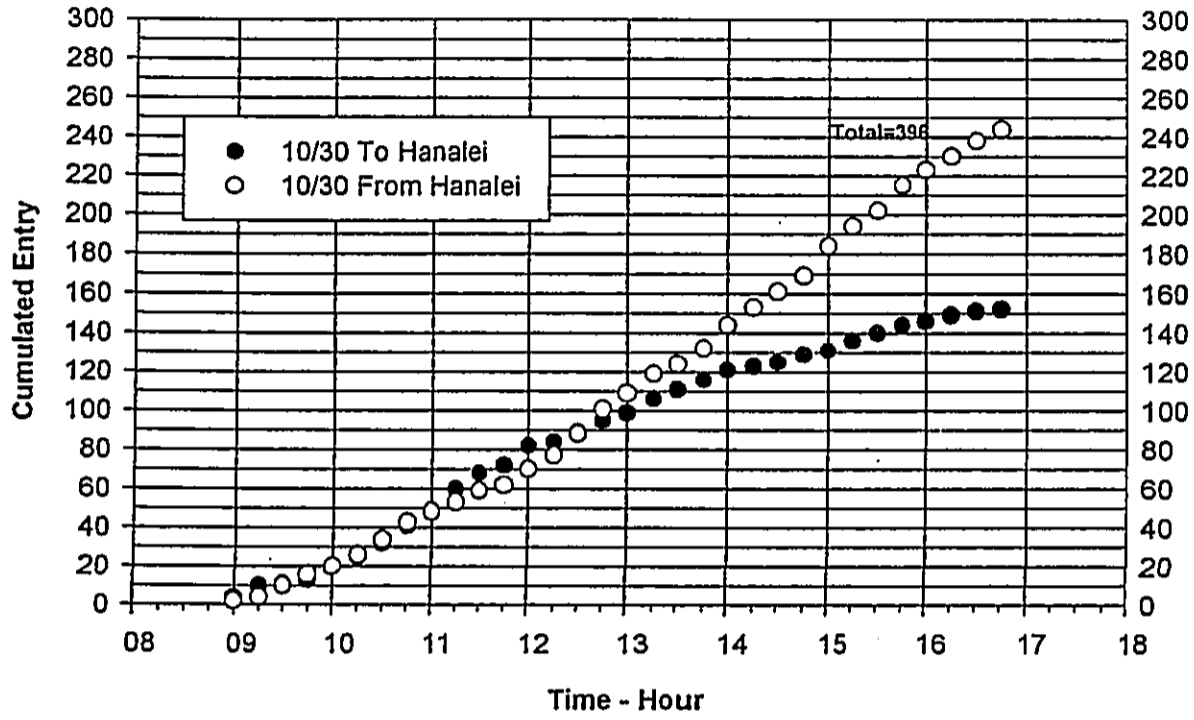
Hanalei Lookout Vehicle Count Sunday, October 29, 2000



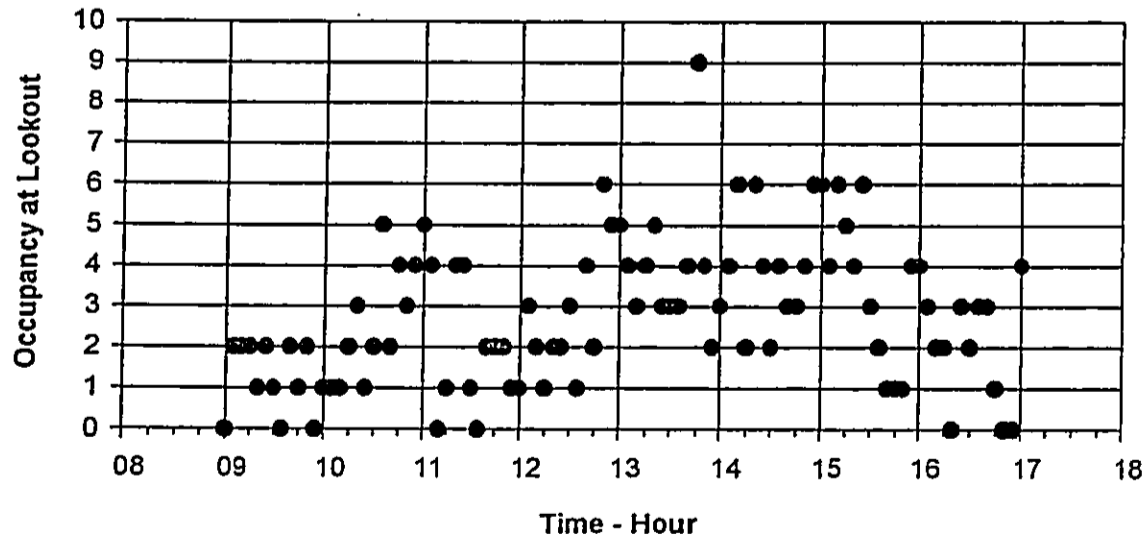
Vehicle Occupancy at Hanalei Lookout Sunday, October 29, 2000



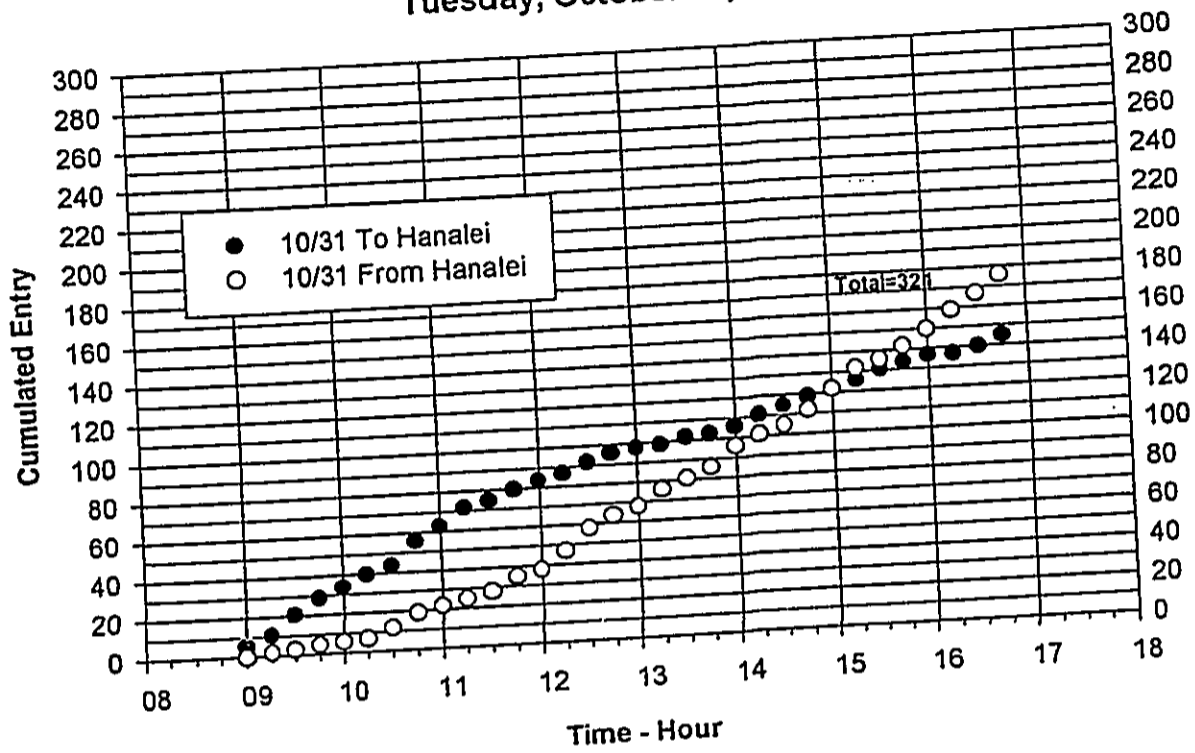
**Hanalei Lookout Vehicle Count
Monday, October 30, 2000**



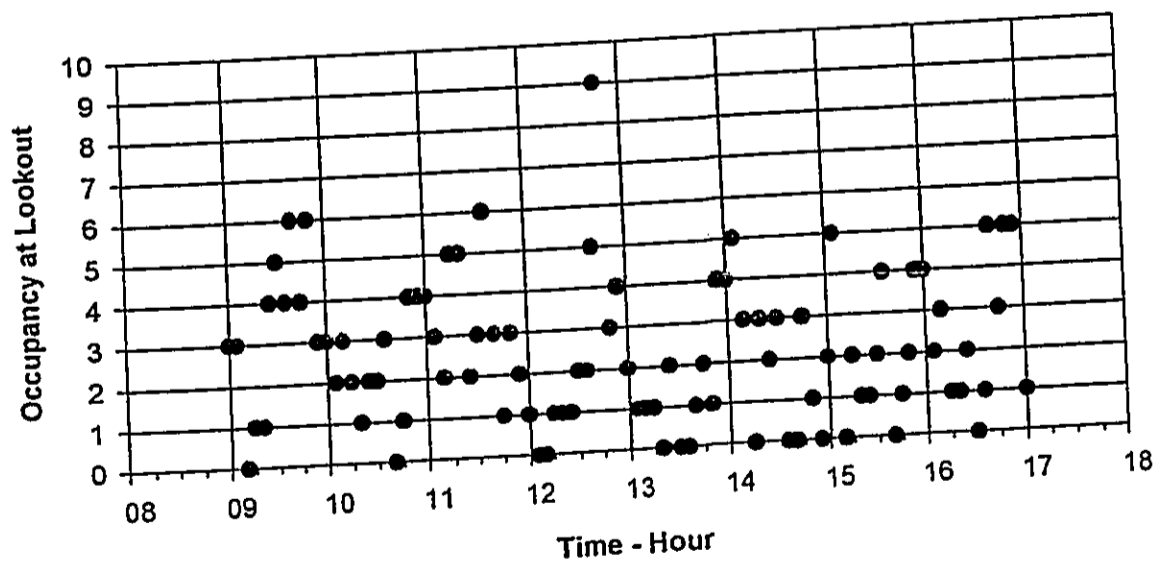
**Vehicle Occupancy at Hanalei Lookout
Monday, October 30, 2000**



Hanalei Lookout Vehicle Count
 Tuesday, October 31, 2000



Vehicle Occupancy at Hanalei Lookout
 Tuesday, October 31, 2000



LINDA LINGLE
GOVERNOR



RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

IN REPLY REFER TO:

HWY-K 4.030485

June 4, 2003

Mr. Raymond L. Chuan, Ph.D., President
Limu Coalition
P.O. Box 1183
Hanalei, Hawaii 96714

Dear Mr. Chuan:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. After thorough review of all the comments on the Draft EA, including the comments you have thoughtfully provided, we have not received any new information that would change our finding that an EA process remains the appropriate form of environmental documentation for this project under Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act. We respectfully disagree with your position that an environmental impact statement is the appropriate environmental review document.
2. Despite whatever definition of "scenic stop" one uses, we have never misrepresented the scope of the project. In all of our meetings with the community and with large and small groups and individuals we have disclosed that the project would involve a parking lot with about 60 spaces, a visitor center that would include displays, bookstore and restrooms, a maintenance shed, landscaped areas and overlooks. The Draft EA contained a physical and operational description of the project for the purposes of the EA.

The AASHTO definition of a scenic overlook that was referenced does not mean comfort and convenience facilities cannot be part of the amenities of a scenic stop.

3. As a point of clarification, the proposed scenic stop will not be the long-planned regional visitor center of the North Shore. The purpose of the project is to develop an improved scenic stop that will also provide new opportunities for visitors to learn about the unique natural and cultural heritage of Hanalei Valley, Kauai and Hawaii.
4. The purpose of the project is not to replace the existing overlook. In fact, we do not plan to close the overlook. We plan to prohibit left turns into and out of the site. Please see Section 1.4 of the Draft EA for further details. We feel that improvements described in this section would improve the safety of the existing overlook.

We acknowledge that early in the planning process attention was focused on the traffic safety or the uncontrolled access problem at the existing overlook. At several community and individual meetings, varying and opposing opinions on whether or not there is a safety problem at the existing overlook were expressed. In our latter meetings with individuals and organizations, attention was focused on Hanalei Valley and the Refuge as being unique and valuable environmental and cultural resources.

We are not going to comment on the validity and accuracy of your traffic survey, other than to note that the survey was not taken during either the summer or winter peak seasons. Nevertheless, the results even if valid are of limited value to the project because the existing stop is not comparable in many respects to the proposed scenic stop, which includes a parking lot, visitor information center and restrooms.

5. We were not aware that you wanted us to include your traffic survey in the EA. We apologize for this misunderstanding. Since the survey results is an attachment with your letter, it will appear in the Final EA and be part of the official record of the environmental review.
6. To our knowledge, we have not violated any of the rules as stated in Chapter 200 of the Hawaii Administrative Rules.
7. Please see response to Comment 4.
8. The goal or purpose of the project is not to generate revenues. The need to generate revenue for the upkeep of the facility is one of the important means to achieve the purpose. The Service will continue to be open to various suggestions on generating revenues to maintain and operate the facility.
9. Section 2.3.3 of the Draft EA provided the Environmental Justice provisions for federal agencies. The Hanalei Valley residents were identified as minority in accordance with the Federal Highway Administration definition. The project includes measures to mitigate potential privacy impacts at their residences.

Mr. Raymond L. Chuan, Ph.D., President
Page 3
June 4, 2003

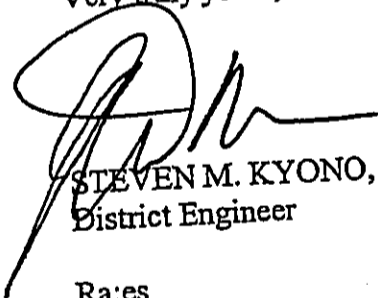
10. The behavior described in your comment (driving on Ohiki Road) suggests visitors expect the Refuge has visitor services. Not finding such services, they turn around within a quarter mile upon entering the Refuge. The Service does not anticipate that tourists visiting the proposed scenic stop would be enticed to use Ohiki Road and trespass into the Refuge. Visitors to the scenic stop will be provided with information about the Refuge, and the availability of official guided tours. In addition, Ohiki Road is less visible from the proposed overlooks than from the existing overlook.

11. Without specifying the "other Environmental Justice issues", we cannot respond to this comment.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

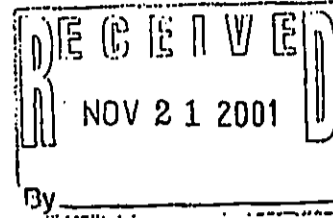
Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

Ra:es
Encl.

BERT LYON
P.O. BOX 742
KILAUEA, HI 96754



November 19, 2001

Mr. Steven M. Kyono, District Engineer
Department of Transportation
Highways Division, Kauai District
3060 Eiwa St., #205
Lihue, HI 96766

RE: Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop -
Draft Environmental Assessment

Dear Mr. Kyono:

The draft environmental assessment (EA) for the Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop is inadequate and should be rejected.

1 | First of all, the title of "scenic stop" is extremely misleading. For this reason alone, the draft EA notice should be re-published in the "OEQC Bulletin." The existing location could be called a "scenic stop", but this proposal is for much more than that - a visitor center, book/gift shop, maintenance/storage shed, restrooms and pavilion, not all of which are even mentioned in the "OEQC Bulletin."

2 | The U.S. Fish & Wildlife Service (USFWS) says that they won't accept the land without a book/gift shop to generate revenues for the maintenance of the facility. Yet, no studies have been done to indicate how much in revenues such a book/gift store would generate. There has been no marketing study, not even a traffic study to indicate how many cars would stop at the facility. Yet, four of the five alternatives were rejected only because they did not include a book/gift shop.

Section S.2 state that "the purpose of the project is to provide greater opportunities for the public to view and appreciate the picturesque Hanalei Valley". It then goes on to say that "the existing scenic stop falls short in meeting these objectives" for the following reasons:

- 3 | 1. It only has space for 8 cars - Again, with no traffic study
- 4 | 2. Roadway noise disrupts the peaceful setting of the valley - This can hardly be called an objective determination from which to reject a viable alternative

- 5 | 3. There is "not enough space to provide the kinds of environmental and cultural displays and facilities necessary to meet the public educational objectives of USFWS – This is just another example of USFWS' long-standing, misguided notion that visitors would rather look at displays than wild lands and wildlife themselves.

In fact, any real problems with the existing scenic stop will be solved by your department's modification of the access there. So, the "No Build Alternative" should be given more consideration.

Sincerely,



LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030486

June 4, 2003

Mr. Bert Lyon
P.O. Box 742
Kilauea, Hawaii 96754

Dear Mr. Lyon:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. The Draft EA contained a physical and operational description of the project. At our meetings held with community, large and small groups, and with individuals, we have fully disclosed that the project would involve a parking lot with about 60 spaces, a visitor center that would include displays, bookstore and restrooms, a maintenance shed, landscaped areas and overlooks. The project summary contained in the October 23, 2001 edition of the Environmental Notice did not contain every detail of the proposed project because the Office of Environmental Quality Control requests that the summary be brief (no more than 300 words).
2. The U.S. Fish and Wildlife Service has conducted an internal feasibility study. Based on the Service's experience at the Kilauea Point National Wildlife Refuge, the Service has estimated that the scenic stop would attract approximately 1000 to 1100 visitors a day, and that an average of \$2 per visitor would be spent at the bookstore. The Service believes that revenues generated by the bookstore would be sufficient to operate the scenic stop. If revenues are insufficient, the Service would seek funding from other sources.

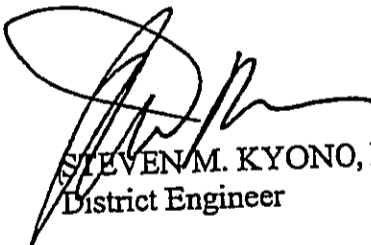
Mr. Bert Lyon
Page 2
June 4, 2003

3. A traffic study is not needed to determine the number of vehicles that can park at the existing overlook at any one time. The two alternatives that would expand the size of the existing overlook would not provide enough space needed for the proposed facility.
4. We agree that the question of whether highway noise at the existing stop disturbs one's enjoyment of the visual setting of Hanalei Valley is subjective. However, highway noise can interfere with people's conversations.
5. We agree that there are visitors who come to Kauai to experience our outdoor or wildlife resources. However, this does necessarily mean that they, or other visitors who do not partake in outdoor wildlife activities, would not appreciate or enjoy interpretive services or displays.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,


STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

Testimony to Hawaii DOT,
Federal Highway Administration, &
USF&WS
Hanalei Valley/Hanalei National
Wildlife Refuge Scenic Stop
Wednesday, November 14, 2001
Prince Golf Clubhouse
Princeville, Kauai, Hawaii
6:30 p.m. to 8:30 p.m.



Dear Hawaii DOT, Federal Highway Administration, & USF&WS:

This testimony is in SUPPORT of the proposed Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop in Princeville, Hawaii. The current overlook is incredibly small for the number of tourists and residents that stop to see this incredibly beautiful valley. The two-way flow of traffic to the overlook does not provide for a safe entrance nor exit onto the main highway.


The proposed scenic stop will allow an increased number of visitors and residents to view the valley from up to a maximum of four viewpoints. It will provide ample parking and entrance/exit onto the main highway with sufficient view planes in either direction. The visitors center with cultural, historic and current information on refuge and the agricultural activities will not only enhance a visitors' stay, it will provide educational information so as to provide protection for our resources.

The agreement of Princeville Corporation to provide ongoing maintenance to the site is very important. Their ability to offset the costs with vendor sales will assure that the scenic stop itself remains scenic and a positive example of how Hawaii should look.

As the President of a company that manages five timeshare resorts on the island of Kauai, this will certainly provide a safe viewpoint for the Hanalei valley and beyond. As the Kauai representative on the Hawaii Board of Land & Natural Resources, the education of our residents and tourists as to the importance of preservation and their role in making this possible is invaluable. That the scenic stop can accomplish both is very important to our future. Mahalo!

Me ke aloha pumehana
With warm aloha,

PAHIO RESORTS, INC.


Lynn P. McCrory, RRP
President

3-224

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030487

June 4, 2003

Ms. Lynn P. McCrory, RRP
President
Pahio Resorts, Inc.
3970 Wyllie Road
Princeville, Hawaii 96722

Dear Ms. McCrory:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate your support, and look forward to working with you as the project proceeds.

It appears from your letter that you believe that Princeville Corporation will be responsible for the maintenance and upkeep of the proposed scenic stop. For your information, Princeville will transfer title to the property to the U.S. Fish and Wildlife Service, who will then be responsible for the operations and maintenance of the facility.

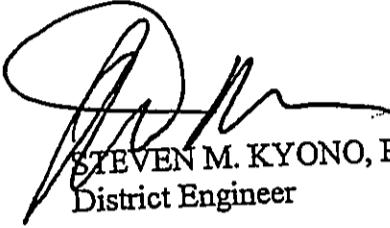
We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

HWY-K 4.030487

Ms. Lynn P. McCrory, RRP
Page 2
June 4, 2003

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

November 21, 2001

NOV 26 2001

Concerning the proposed new overview in Princeville, on the North Shore of Kauai:

We the undersigned as business owners and residents of the North Shore, (Princeville, Kilauea, Hanalei, Heana) on Kauai, reject ~~the~~ plan to construct a new lookout in Princeville of the Hanalei Valley.

- 1 # 2 | Such changes to our community, culture, our visual and aesthetic values are not to be taken lightly. This is a community issue, all should have an opportunity to comment and voice their concerns. All issues need to be addressed and clear.
- 3 | People are not visiting Kauai today to see this kind of sight. Most people come here because it is yet untouched by such sights.

Karen Meyer - Bali Hai Photo Co.	826-9181
Vannoduyres	826-6547
Anula B. Field	826-4023
Iyoma	826-9069
Jennifer Saut	826-9386
Susan Karstenson	821-8060
Cecelia T. Villaverde	828-1497

LINDALINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030488

June 4, 2003

Ms. Karen Meyer
Bali Hai Photo Co.
P.O. Box 1191
Hanalei, Hawaii 96714

Dear Ms. Meyer:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. We do not anticipate impacts to the community, such as the cultural practices of any ethnic group.

Section 2.3.6 of the Draft EA described the potential visual impacts of the project. Please see Section 2.3.6.3 of the Draft EA for details on how we plan to protect scenic views from the valley floor.
2. We have provided the community with many opportunities to provide comments about the project, including public announcement and distribution of the Draft EA. Please see Chapter 3 of the Draft EA for further details. We plan to continue public involvement should the project move to design phase.
3. It is not our objective to adversely affect the beauty and the environmental and cultural significance of Hanalei Valley. We want to protect these important characteristics, and as noted in our response to Comment 2, we plan to involve the community.

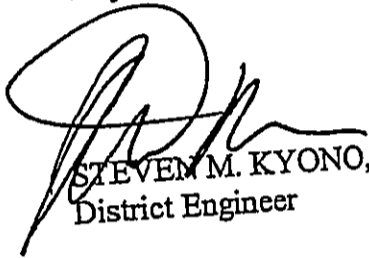
HWY-K 4.030488

Ms. Karen Meyer
Page 2
June 4, 2003

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030490

June 4, 2003

Ms. Jennifer Peter
P.O. Box 1035
Hanalei, Hawaii 96714

Dear Ms. Peter:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. We do not anticipate impacts to the community, such as the cultural practices of any ethnic group.

Section 2.3.6 of the Draft EA described the potential visual impacts of the project. Please see Section 2.3.6.3 of the Draft EA for details on how we plan to protect scenic views from the valley floor.

2. We have provided the community with many opportunities to provide comments about the project, including public announcement and distribution of the Draft EA. Please see Chapter 3 of the Draft EA for further details. We plan to continue public involvement should the project move to design phase.
3. It is not our objective to adversely affect the beauty and the environmental and cultural significance of Hanalei Valley. We want to protect these important characteristics, and as noted in our response to Comment 2, we plan to involve the community.

Ms. Jennifer Peter
Page 2
June 4, 2003

HWY-K 4.030490

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030489

June 4, 2003

Mr. Robert Nesti
Box 223432
Princeville, Hawaii 96722

Dear Mr. Nesti:

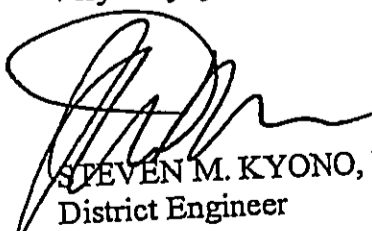
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments made during the public meeting held on November 14, 2001 regarding the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We also thank you and the Princeville Community Association (PCA) for soliciting input from members of your community about the project. We are pleased that there is support in the Princeville community for the project. Should the project move forward, we will continue to work with you and the PCA to develop a public facility that would be a valuable asset to the community.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,


STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

3-232

November 14, 01

NOV 15 2001

State Department of Transportation
3060 'Eiwa Street, Room 205
Lihue, Kauai, 96766

Attn: Steve Kyono

RE: Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop

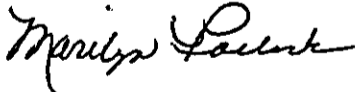
The Draft Environmental Assessment for this project is not complete. There are multiple issues that have not been addressed. A few of these issues are:

1. The increased impact from visitors to the Wildlife Refuge which includes, traffic, pollution, disturbance to wildlife, birds, fish and the cultivation of taro by the farmers
2. The impact to the historic site, Po'oku heiau has not been investigated.
3. The motivation for this project has not been spelled out. When there is no specific need for the project, why are you rushing it through?
4. Neither Princeville nor the Fish & Wildlife Service are willing to accept the financial burden for maintaining the center if the gift shop and book shop do not make money.
5. The increased traffic, tour bus and auto, as well as lights, noise and general nuisance to the neighborhood has not been addressed.
6. Coral reef and marine pollution has not been addressed. The run-off from the visitor site will flow into Anini Stream and increase the danger to all marine life in this part of the coast.
7. The project is in violation of The North Shore Development Plan.
8. The project is in violation of the mandate of the Fish & Wildlife Service to protect our rare and irreplaceable bird, fish and wildlife.

9 | There have been alternatives to the present site on Kuhio Highway suggested. They would improve the present look out and assure road safety and visitor pleasure. They are a raised curb divider and a "no left turn" sign before the right turn into the Princeville Foodland. There is a plan for a platform at the look out to assist the visitor.

10 | The Draft EA is inadequate. A full Environmental Impact Statement should be done.

Thank you,



Marilyn & Ed Pollock
Box 312, Hanalei, HI 96714

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030491

June 4, 2003

Mr. and Mrs. Ed and Marilyn Pollock
Box 312
Hanalei, Hawaii 96714

Dear Mr. and Mrs. Pollock:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments. We would like to provide the following responses to these comments by number indicated in your letter, plus two additional marked comments.

1. Potential long-term impacts to traffic; air quality; flora and fauna resources, including threatened and endangered species; and taro farming were addressed in Sections 2.3.4, 2.2.4, 2.2.3, 2.3.2, respectively, in the Draft EA. Potential construction-period impacts relating to these topics were addressed in Section 2.1 of the Draft EA. The project will not result in visitors entering the Refuge because the proposed scenic stop will be located outside the Refuge proper.
2. An archaeological inventory survey was conducted for the project, which included evaluation of Pooku Heiau. The State Historic Preservation Division (SHPD) reviewed and approved the survey. For further information, see Section 2.3.5 and Appendices B and C of the Draft EA. In addition, the SHPD concurred with the Federal Highway Administration's "no adverse effect" determination regarding the heiau. Further information will be provided in the Final EA.
3. The purpose of the project was provided in Section 1.2 of the Draft EA.

4. The U.S. Fish and Wildlife Service (Service) will obtain ownership of the property, and will accept responsibility for the long-term upkeep of the facility. The Service believes revenues from the bookstore will be sufficient to operate the scenic stop. If revenues are insufficient, the Service will seek funding from other sources.
5. Please see response to Comment 1. Potential noise impacts were described in Section 2.2.4 of the Draft EA.

As described in Section 1.3 of the Draft EA, the lighting fixtures on the buildings will be directed downward and the intensity or illumination of the lighting will only be what is needed for security. There will be no street lights at the scenic stop intersection or parking lot because the facility would be closed at night.

There are no residential neighborhoods on or adjacent to the project site. Neither Kapaka Street nor Ka Haku Road, roadways to residences in the Princeville Ag Subdivision and Princeville Resort, respectively, will be used by the project.

6. As described in Section 2.2.2 of the Draft EA, stormwater from the parking lot and driveway would be designed to flow towards Kuhio Highway. Stormwater on Kuhio Highway in the vicinity of the project site is channeled to a pond in Princeville Golf Course, which serves as a retention basin.
7. The North Shore Development Plan Update (December 1980) does not address the proposed scenic stop. Nevertheless, we find that the proposed project would not be inconsistent with any of the goals and objectives provided in the Plan Update or with the North Shore Development Plan Ordinance. The discussion provided herein will be included in the Final EA.
8. The proposed project will be developed and operated in a manner that is consistent with the National Wildlife Refuge System Improvement Act of 1997. The Act allows appropriate public uses of the refuge system, such as environmental education and interpretation, provided that such uses are compatible with Act's mission statement and the specific purpose of the affected refuge.

Mr. and Mrs. Ed and Marilyn Pollock
Page 3
June 4, 2003

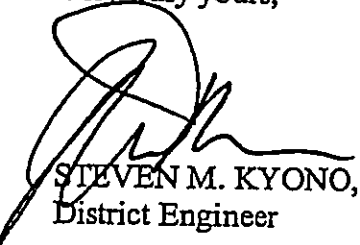
HWY-K 4.030491

9. As you noted, alternatives were considered, which were described in Section 1.5 of the Draft EA. As stated in Section 1.4 of the Draft EA, we plan to prohibit left turns into and out of the existing scenic stop by providing signage, re-striping Kuhio Highway and installing a raised curbed island regardless of whether the proposed project proceeds. The platform extension alternative was eliminated from consideration because of its visual impacts and poor cost effectiveness.
10. After thorough review of all the comments on the Draft EA, including the comments you have thoughtfully provided, we have not received any new information that would change our finding that an EA process remains the appropriate form of environmental documentation for this project under Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act. We respectfully disagree with your position that an environmental impact statement is the appropriate environmental review document.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

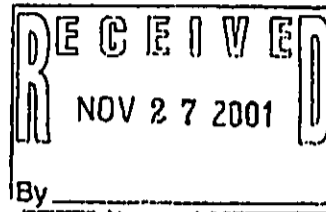
Very truly yours,


STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

11-21-01

Steven Kyono, P.E.
District Engineer
State of Hawaii Dept of Transportation
Highways Div., Kauai District
3060 Ewa St, Room 205
Lihue HI 96766



FROM: Tom Rice, 3651 Albert Rd, Princeville HI 96722

RE: Hanalei Valley, Hanalei NWR Scenic Stop

We are full time residents and homeowners in Princeville. We support the new Scenic Stop

1. The present stops location is a major safety hazard to visitors and locals alike.
2. The views of the Valley, and the National Heritage River, are blocked by the brush all along the ridge beginning at about Princeville entry all the way to the Hanalei River. We hope this brush can also be cleared along the road all the way to the bridge.
3. The Kilauea Lighthouse NMR is a great service to the community and visitors alike, and this proposed project would be similar or better
4. The generosity of Princeville Corporation is once again evident with their offer to donate the land
5. The North Shore has reached a higher level of expectations than decades ago. The new Scenic Stop is consistent with this.

Do not be swayed by a tiny but vocal opposition. The vast, but perhaps silent, majority of owners and visitors are behind this outstanding project.
Thank you for the detailed, easy to understand, and informative package of information.

A handwritten signature in cursive script that reads "Tom Rice".

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030492

June 4, 2003

Mr. Tom Rice
3651 Albert Road
Princeville, Hawaii 96722

Dear Mr. Rice:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments regarding the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate your support. Enclosed is a copy of your written comments. We would like to provide the following responses to these comments by number indicated in your letter.

1. As stated in Section 1.4 of the Draft Environmental Assessment (EA), we plan to prohibit left turns into and out of the existing scenic stop by providing signage, re-striping Kuhio Highway and installing a raised curbed island regardless of whether the proposed project proceeds.
2. The project does not include clearing of the brush along Kuhio Highway. At the proposed site, we plan to retain much of the existing vegetation along the bluff to mitigate against visual impacts of the scenic stop buildings.
3. We agree.
4. The project was made possible by the generosity of Princeville Corporation. Also, the project would not have been possible without the participation of the Federal Highway Administration because of the use of federal Public Lands Highway funds for planning, and the U.S. Fish and Wildlife Service, who will accept the land donation and be responsible for the operation and maintenance of the facility.

HWY-K 4.030492

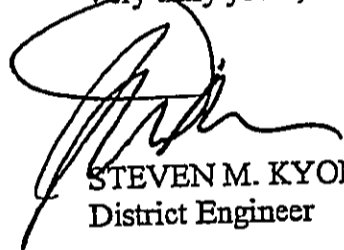
Mr. Tom Rice
Page 2
June 4, 2003

5. We believe the scenic stop will be an asset to the community, similar to the Kilauea Point National Wildlife Refuge.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

NOV 26 2001

Frank D. Rothschild

P. O. Box 292

Hanalei, HI 96714

Phone: (808) 826-9406

Fax: (808) 826-4626

e:mail: fdredb@hawaiian.net

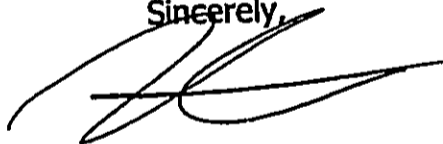
November 20, 2001

To Whom It May Concern:

Re: Hanalei Overlook EA

1 I have read the letter submitted by Evelyn de Buhr regarding the draft
2 environmental assessment for the proposed Hanalei Valley overlook and I concur
3 with her conclusions. I would also add that the proposed area being zoned
4 conservation/ag/open makes an inappropriate site for a commercial enterprise
such as this one with a gift shop, restrooms, and pavillions. The scenic
stop/visitor center as described in this EA brings up a host of issues that should
require a complete environmental impact statement. And to boot, at all the
meetings I attended on this proposal, nobody in the community wanted it in the
first place, which is why I can't understand the forces at play that are trying to
ramrod this undesired and undesirable project past the wishes of the north shore
community.

Sincerely,



Frank D. Rothschild

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030493

June 4, 2003

Mr. Frank D. Rothschild
P.O. Box 292
Hanalei, Hawaii 96714

Dear Mr. Rothschild:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. We sent a letter to Ms. de Buhr responding to her comments. Ms. de Buhr's letter, as well as our response letter, will be copied in the Final EA.
2. Most of the project site is in the State Conservation district, Resource Subzone. The rest of the site is in the County Open district. As described in Section 2.4.1.2 of the Draft EA, the Hawaii Administrative Rules allows public uses of the Resource Subzone, but the project requires a Conservation District Use Permit first. The County also allows public uses of the Open District especially if such uses can provide the public with scenic or recreational activities.
3. After thorough review of all the comments on the Draft EA, including the comments you have thoughtfully provided, we have not received any new information that would change our finding that an EA process remains the appropriate form of environmental documentation for this project under Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act. We respectfully disagree with your position that an environmental impact statement is the appropriate environmental review document.

Mr. Frank D. Rothschild
Page 2
June 4, 2003

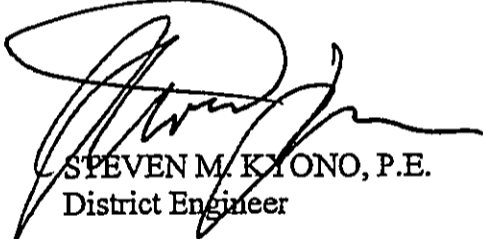
HWY-K 4.030493

4. The purpose of our public involvement activities is to gather input, not to count the number of people who support or not support the project at the public meetings.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

NOV 26 2001

11/20/01

To Whom It May Concern:

re: Environmental Assessment on the Princeville Lookout

I would like to express my concern regarding the proposed visitor cultural center and lookout for Princeville.

1 | It appears to me that the proper environmental impact statement is incomplete or has not
2 | been done on this project. From my understanding there is a heiau and many other
possible historical structures in this area.

3 | I feel it is mandatory that the research be done to investigate what is there and what impact
4 | this type of disturbance will have. This project obviously needs a complete environmental
impact statement with full disclosure of the theorized ancestral loi terraces and processional
pathways linking this heiau to several others in the area.

This research and disclosure is essential prior to any permitting.

Sincerely,



Karen Sherwood

P.O. Box 1553

Hanalei, HI 96714

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR
Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030494

June 4, 2003

Ms. Karen Sherwood
P.O. Box 1553
Hanalei, Hawaii 96714

Dear Ms. Sherwood:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. It was our finding that an EA process remains the appropriate form of environmental documentation for this project under Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act. We have carefully reviewed all the comments on the Draft EA, including the comments you have thoughtfully provided, and we have not received any new information that would lead us to change this finding.
2. As described in Section 2.3.5 of the Draft EA, the area that would be affected by construction and landscaping does not contain historic properties. Pooku Heiau is located about 1500 feet east of the project site and would not be affected by the project. The State Historic Preservation Division (SHPD) concurred with the Federal Highway Administration's "no adverse effect" determination regarding the heiau. Further information will be provided in the Final EA.
3. An archaeological inventory survey report was prepared for the project and was included in the Draft EA. The SHPD reviewed and approved the survey report.

HWY-K 4.030494

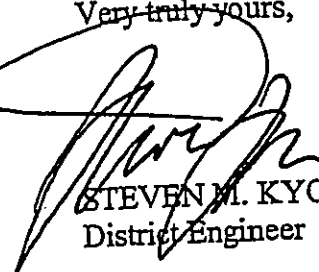
Ms. Karen Sherwood
Page 2
June 4, 2003

4. Please see response to Comment 1. Since the project will not adversely affect Pooku Heiau and the Hanalei National Wildlife Refuge Historic and Archaeological District, we do not agree that such a study is relevant to the proposed project.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

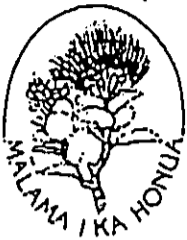
If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



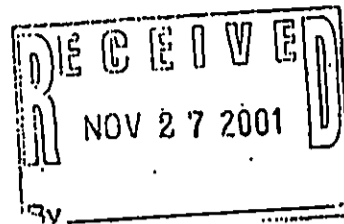
STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.



**SIERRA CLUB
HAWAII CHAPTER**

P.O. Box 2577, Honolulu, HI 96803
tel: 808.538.6616 fax: 808.537.9019



23 November 2001

State Department of Transportation
Attn: Steven Kyono
3060 'Eiwa St., Room 205
Lihu'e, HI 96766

U.S. Department of Transportation
Federal Highway Administration
Attn: Abraham Wong
PO Box 50206
Honolulu, HI 96850

**RE: Draft Environmental Assessment for Hanalei Valley / Hanalei National Wildlife
Refuge Scenic Stop**

The Sierra Club, Hawaii Chapter, offers the following comments on the proposed Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop:

1 **Community opposition.** The Sierra Club, Hawaii Chapter, understands and supports providing visitors and residents opportunities to experience and view Hawaii's natural beauty. In our experience, such opportunities create a greater understanding and appreciation of Hawaii's natural and biological resources. There is, however, a balance that must be found between making such experiences accessible to the public and protecting the resource itself. Quality of life issues must also be weighed against the desires of curious visitors. We note immediately that many community members are opposed to this project as proposed. We strongly urge the US Fish and Wildlife Service and the Department of Transportation to respect the wishes of the community that this project will impact as it moves forward through the process. If the community resists developing the scenic overlook at this site, improvements at the existing site should be investigated more thoroughly. This may mean that the visitor-cultural center could not be built and the project purpose would have to be modified.

2 **Funding.** We are concerned that the USFWS will have the additional responsibility of maintaining a visitor-cultural center and overlook. While it is anticipated that revenues from the visitor center will provide the upwards of \$60,000 annually needed to run the facility, it will be the USFWS's responsibility to ensure that maintenance and upkeep occurs. If ample funding is not provided through the visitor center sales, will USFWS have to divert funds that otherwise could be used for the refuge or endangered species programs?

3 **Master Plan.** It is understanding that the USFWS has yet to complete a master plan for the entire refuge, and funding for such a plan won't be in place until 2007. Such a plan should ensure that all projects address the long-term vision and carrying capacity of the resource. What is the status of the master plan for the Hanalei National Wildlife Refuge?

4 | **Role of Princeville Corporation.** This project clearly will benefit Princeville Corporation—in fact the scenic stop will fulfill Princeville's master plan. Could an agreement with the Princeville Corporation be worked out so that they incur the risk should ample funding be available to run the facility?

5 | **Impacts to agriculture.** Early comment letters mentioned the "fishbowl" effect of having hundreds of visitors viewing taro growers working in the fields. Have workers currently working in Hanalei Valley been surveyed about their feelings on this issue?

6 | **Runoff.** Any runoff from the site must be strictly controlled to prevent introduction of metals and petroleum products into the valley.

7 | **Traffic.** Will the project increase traffic pressure on Hanalei Valley and the north shore communities? Will the project lead to any delays for residents commuting to or from Hanalei?

8 | **Lighting.** We appreciate the efforts to minimize the amount of light pollution at the scenic stop in this highly sensitive area. Unfortunately it becomes a tradeoff between protecting wildlife and ensuring a level of security and safety at the visitor center. If this tradeoff can not be appropriately resolved in favor of protecting the birds and wildlife of the refuge, the project should be reconsidered.

We appreciate the opportunity to offer these comments and look forward to your response.

Sincerely,



Jeff Mikulina
Director, Sierra Club, Hawai'i Chapter

cc: Office of Environmental Quality Control

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030495

June 4, 2003

Mr. Jeff Mikulina, Director
Sierra Club, Hawaii Chapter
P.O. Box 2577
Honolulu, Hawaii 96803

Dear Mr. Mikulina:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. We have analyzed the potential environmental effects of the project, and believe that the proposed scenic stop can be developed with no significant adverse impacts to the surrounding communities of Princeville and Hanalei. There are no residential neighborhoods on or adjacent to the project site. In addition, the proposed scenic stop will have its own access along Kubio Highway, and will not require use of Kapaka Street or Ka Haku Road, roadways to residences in the Princeville Ag Subdivision and Princeville Resort, respectively. We will continue public involvement should the project move to the design phase, and we will work with the community to mitigate potential visual impacts of the scenic stop buildings, and to develop a facility consistent with the character of its surroundings. We will use landscaping and other design features to screen scenic stop buildings from important vantage points in the valley.

Mr. Jeff Mikulina, Director
Page 2
June 4, 2003

HWY-K 4.030495

2. The U.S. Fish and Wildlife Service (Service) has conducted an internal feasibility study. Based on the Service's experience at the Kilauea Point National Wildlife Refuge, they have estimated that the scenic stop would attract approximately 1000 to 1100 visitors a day, and that a conservative average of \$2 per visitor would be spent at the bookstore. The Service believes that revenues generated by the bookstore would be sufficient to operate the scenic stop. If revenues are insufficient, the Service would seek funding from other sources. The Service has indicated to us that funding for refuge or endangered species programs will not be used for operating and maintaining the scenic stop.
3. The Service plans to initiate their Comprehensive Conservation Plan process for the Hanalei National Wildlife Refuge in 2007.
4. The project does not provide direct economic benefits to Princeville Resort, other than reducing their property tax base by six acres. Property tax losses could be offset by payments to the county from the Service in accordance with the Refuge Revenue Sharing Act. Princeville will only donate the property to the Service, and will not be responsible for operating and maintaining the facility.
5. We have consulted with the farmers, and are aware of which of the farmers would be most affected by the project. We will work with them to mitigate the privacy impacts to their residences (see Section 2.3.2 of the Draft EA). We acknowledge that a feeling of privacy while working in the fields below the proposed overlook may be of importance to the affected people. However, we note that there is a different level of expectation of privacy between being in one's residence and working in plain view outside on public land in a valley setting where there is an existing overlook of a world-famous viewplane. Nevertheless, if their privacy is affected, their feelings cannot reasonably preclude many other people from enjoying the beauty and value of Hanalei Valley.
6. As described in Section 2.2.2 of the Draft EA, stormwater from the parking lot and driveway would be designed to flow towards Kuhio Highway. Stormwater on Kuhio Highway in the vicinity of the project site is channeled to a pond in Princeville Golf Course, which serves as a retention basin.

Mr. Jeff Mikulina, Director
Page 3
June 4, 2003

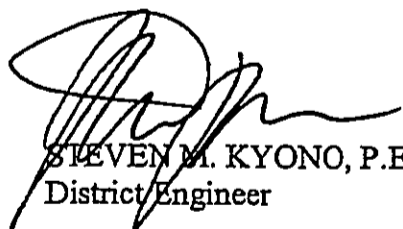
HWY-K 4.030495

7. We anticipate that most visitors would spend about 15 to 30 minutes at the proposed scenic stop. This is in contrast to other visitor attractions on the North Shore, such as Haena State Park, where visitors can spend several hours hiking or enjoying the beach. Therefore, we do not anticipate the proposed scenic stop will change the number of visitors who decide to stay or tour the North Shore, and that additional traffic pressure in Hanalei Valley or other North Shore communities will not occur due to the project. The physical condition of Kuhio Highway fronting the proposed site allows for an intersection with more than enough storage space for the number of left turning vehicles expected to enter and exit the facility. Therefore, traffic conditions on the highway would not be adversely affected. This is explained in Section 2.3.4 of the Draft EA.
8. According to our Endangered Species Act Section 7 consultation with the Service, the security lighting will not adversely affect the Newell's' shearwater or the Hawaiian dark-rumped petrel. As described in Section 1.3 of the Draft EA, the lighting fixtures on the buildings would be directed downward and the intensity or illumination of the lighting will only be what is needed for security.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

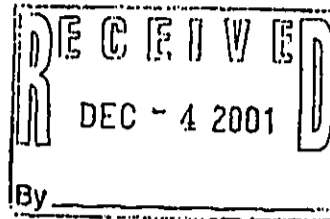
Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

November 14, 01



State Department of Transportation
3060 'Eiwa Street, Room 205
Lihue, Kauai, 96766

Attn: Steve Kyono

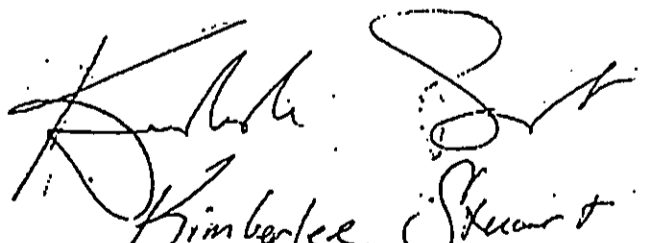
RE: Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop

The Draft Environmental Assessment for this project is not complete. There are multiple issues that have not been addressed. A few of these issues are:

1. The increased impact from visitors to the Wildlife Refuge which includes, traffic, pollution, disturbance to wildlife, birds, fish and the cultivation of taro by the farmers
2. The impact to the historic site, Po'oku heiau has not been investigated.
3. The motivation for this project has not been spelled out. When there is no specific need for the project, why are you rushing it through?
4. Neither Princeville nor the Fish & Wildlife Service are willing to accept the financial burden for maintaining the center if the gift shop and book shop do not make money.
5. The increased traffic, tour bus and auto, as well as lights, noise and general nuisance to the neighborhood has not been addressed.
6. Coral reef and marine pollution has not been addressed. The run-off from the visitor site will flow into Anini Stream and increase the danger to all marine life in this part of the coast.
7. The project is in violation of The North Shore Development Plan.
8. The project is in violation of the mandate of the Fish & Wildlife Service to protect our rare and irreplaceable bird, fish and wildlife.

9. There have been alternatives to the present site on Kuhio Highway suggested. They would improve the present look out and assure road safety and visitor pleasure. They are a raised curb divider and a "no left turn" sign before the right turn into the Princeville Foodland. There is a plan for a platform at the look out to assist the visitor.
10. The Draft EA is inadequate. A full Environmental Impact Statement should be done.

Thank you,


Kimberlee Stewart
P.O. Box 253
Anahola, HI 96703

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030497

June 4, 2003

Ms. Kimberlee Stuart
P.O. Box 253
Anahola, Hawaii 96703

Dear Ms. Stuart:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments. We would like to provide the following responses to these comments by number indicated in your letter, plus two additional marked comments.

1. Potential long-term impacts to traffic; air quality; flora and fauna resources, including threatened and endangered species; and taro farming were addressed in Sections 2.3.4, 2.2.4, 2.2.3, 2.3.2, respectively, in the Draft EA. Potential construction-period impacts relating to these topics were addressed in Section 2.1 of the Draft EA. The project will not result in visitors entering the Refuge because the proposed scenic stop will be located outside the Refuge proper.
2. An archaeological inventory survey was conducted for the project, which included evaluation of Pooku Heiau. The State Historic Preservation Division (SHPD) reviewed and approved the survey. For further information, see Section 2.3.5 and Appendices B and C of the Draft EA. In addition, the SHPD concurred with the Federal Highway Administration's "no adverse effect" determination regarding the heiau. Further information will be provided in the Final EA.
3. The purpose of the project was provided in Section 1.2 of the Draft EA.

Ms. Kimberlee Stuart
Page 2
June 4, 2003

4. The U.S. Fish and Wildlife Service (Service) will obtain ownership of the property, and will accept responsibility for the long-term upkeep of the facility. The Service believes revenues from the bookstore will be sufficient to operate the scenic stop. If revenues are insufficient, the Service will seek funding from other sources.
5. Please see response to Comment 1. Potential noise impacts were described in Section 2.2.4 of the Draft EA.

As described in Section 1.3 of the Draft EA, the lighting fixtures on the buildings will be directed downward and the intensity or illumination of the lighting will only be what is needed for security. There will be no street lights at the scenic stop intersection or parking lot because the facility would be closed at night. There are no residential neighborhoods on or adjacent to the project site. Neither Kapaka Street nor Ka Haku Road, roadways to residences in the Princeville Ag Subdivision and Princeville Resort, respectively, will be used by the project.

6. As described in Section 2.2.2 of the Draft EA, stormwater from the parking lot and driveway would be designed to flow towards Kuhio Highway. Stormwater on Kuhio Highway in the vicinity of the project site is channeled to a pond in Princeville Golf Course, which serves as a retention basin.
7. The North Shore Development Plan Update (December 1980) does not address the proposed scenic stop. Nevertheless, we find that the proposed project would not be inconsistent with any of the goals and objectives provided in the Plan Update or with the North Shore Development Plan Ordinance. The discussion provided herein will be included in the Final EA.
8. The proposed project will be developed and operated in a manner that is consistent with the National Wildlife Refuge System Improvement Act of 1997. The Act allows appropriate public uses of the refuge system, such as environmental education and interpretation, provided that such uses are compatible with Act's mission statement and the specific purpose of the affected refuge.

Ms. Kimberlee Stuart
Page 3
June 4, 2003

HWY-K 4.030497

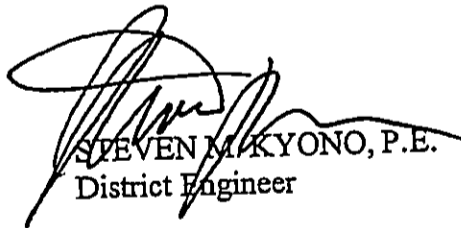
9. As you noted, alternatives were considered, which were described in Section 1.5 of the Draft EA. As stated in Section 1.4 of the Draft EA, we plan to prohibit left turns into and out of the existing scenic stop by providing signage, re-striping Kuhio Highway and installing a raised curbed island regardless of whether the proposed project proceeds. The platform extension alternative was eliminated from consideration because of its visual impacts and poor cost effectiveness.

10. After thorough review of all the comments on the Draft EA, including the comments you have thoughtfully provided, we have not received any new information that would change our finding that an EA process remains the appropriate form of environmental documentation for this project under Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act. We respectfully disagree with your position that an environmental impact statement is the appropriate environmental review document.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,


STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030496

June 4, 2003

Mr. Michael Taylor
Box 223118
Princeville, Hawaii 96722

Dear Mr. Taylor:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments made during the public meeting held on November 14, 2001 regarding the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We also thank you and the Princeville Community Association for soliciting input from members of your community about the project.

With regards to your comments about the objections from the Hanalei community, you are correct to state in your comments that landscaping would be used to mitigate or lessen visual impacts. In addition, we will use grading, setbacks and architectural methods to screen the buildings and lessen visual impacts. As stated in the Draft EA, lighting would only be needed for security because the facility would be closed at night. The lighting fixtures on the buildings would be directed downward and their intensity would only be what is needed for security. The layout, architecture and landscaping of the project will be designed so that the security lighting will not be noticeable from the valley floor. However, police officers would want to be able to see the buildings from Kuhio Highway or other accessible locations (see comment letter from Kauai County Police Department in the Final EA).

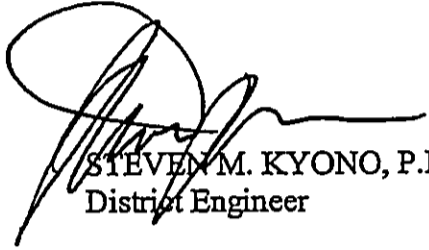
We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

Mr. Michael Taylor
Page 2
June 4, 2003

HWY-K 4.030496

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030498

June 4, 2003

Mr. James Torio
Box 51
Anahola, Hawaii 96703

Dear Mr. Torio:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments made during the public meeting held on November 14, 2001 regarding the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project.

We appreciate your support for the objectives of the project. Your comments indicate a thorough knowledge of the history and environment of Hanalei and the North Shore. You have also provided interesting ideas on how to use the proposed scenic stop to enrich the experiences of visitor and residents regarding our island's environmental and cultural resources, and we have provided your comments to the U.S. Fish and Wildlife Service. We look forward to your continued participation should the project move forward.

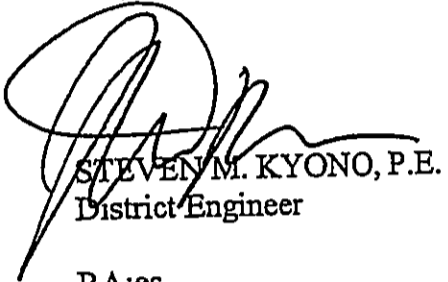
We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

Mr. James Torio
Page 2
June 4, 2003

HWY-K 4.030498

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

November 18, 2001

NOV 28 2001

Steve Kyono
State Department of Transportation
3060 'Eiwa Street Room 205
Lihue, Hawaii 96766

Re: Proposed Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop

Aloha Steve,

This letter is in response to the Draft Environmental Assessment (DEA) for the proposed Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop.

1 It is quite clear after reviewing the DEA that it is, in most respects, a self-serving document. Not only is the DEA biased in favor of the project, it is deficient in addressing a number of important issues: All of the secondary impacts created by the project are completely ignored. No Cultural Impact Assessment was conducted. The safety of the existing 'scenic stop' was misrepresented. No viewplane study was conducted. No Fauna study was conducted. In essence, the DEA is strikingly inadequate.

2 This is all made even more serious by the fact that the approving agency is also the applicant. It is imperative in this situation that the DEA carefully disclose all aspects of the project and provide a complete and balanced analysis of its impacts on the environment and community. After all, it is our community and the environment in which we reside that must live with this development long after the administrators, planners, and contractors have moved on to other projects.

The following deficiencies in the DEA, while obviously aiding the initial *finding of no significant impact*, also speak volumes about the one-sidedness of the document:

- 3
- **Inadequate Assessment of Secondary Impacts** - On page 4-1, the DEA states "The proposed scenic stop is not expected to cause any secondary impacts." Nothing could be farther from the truth. This development will cause secondary impacts in many sensitive areas. The project will definitely increase vehicle traffic and visitor count in the fragile 'Ohiki Road neighborhood and in the adjacent Hanalei Wildlife Refuge. Vehicle traffic in Hanalei will increase. There will be secondary impacts on the biological resources, air quality and noise, land use, social and cultural characteristics, historic properties - especially the increased awareness and foot traffic through the adjacent Pooku heiau, and the visual and aesthetic resources of the area. None of these secondary impacts are addressed in the DEA.
 - 4 • **No Cultural Impact Assessment** - As required by Act 50 signed into law April 2000, any project requiring an Environmental Assessment also requires a Cultural Impact Assessment.

- 5
- **Traffic Conditions Misrepresented and Misleading** - On page 2-19, the existing Hanalei lookout is said to be the site of three vehicular collisions during 1998 and 1999. In fact, when the DOT first came to the community to promote the Visitor Center/Scenic Stop, the issue was 'safety'. You claimed at that time that the existing lookout was unsafe and cited 3 vehicle crashes in 1998 and 1999 as proof. Careful reading of the police reports and the DOT's own traffic reports reveal that all 3 accidents actually occurred at the entrance to the Princeville Shopping Center, not at the existing Hanalei lookout. This is a blatant misrepresentation of the facts.
 - **No Viewplane Study** - The DEA effortlessly concludes that no significant impact will be made on the viewplanes of Hanalei valley, yet no viewplane study was conducted. Members of the community, and especially those living and working in Hanalei town, repeatedly expressed their concerns about the how the proposed development would look from the valley floor. The lighted parking lot for 60 cars and busses will definitely change the nighttime view of the valley from Hanalei town, yet this was also not addressed in the DEA.
 - **No Fauna Study** - The DEA somehow concludes that the project will have no substantial affects on rare, endangered or threatened species or their habitat, yet no *fauna study was performed to determine this.*
 - **No Meaningful Study of Alternatives** - Members of the community have repeatedly suggested viable and safe alternatives to the proposed project. Most of these did not even make it into the DEA, and the few that did were rejected for dubious reasons. (It is quite obvious to everyone in the community that this project is being promoted from the top down. It is not something the community wants or needs; yet is being thrust upon us for a myriad of unrelated reasons. One week the project is justified as a 'safety' issue, the next its 'economic development' for the north shore. Economic development for who? Princeville Corp?) The community is quite happy with the existing and very safe scenic stop. The no-build alternative that would keep the existing scenic stop was rejected because, as it is, it won't provide an adequate income stream to maintain the site. Yet, since the Lyon's club currently maintains the site gratis, the proposed project is completely unnecessary.
 - **No Architectural Renderings** - With a project of this size (6 acres and 3500 sq. ft. of buildings), the community deserves to see what is being proposed. Detailed renderings were, in fact, shown at the various community informational meetings, yet were omitted from the DEA.
- 6
- 7
- 8
- 9

In addition to the above deficiencies, the DEA also fails to meet a critical criteria required of it by HRS 343, which is to avoid project segmentation.

- 10
- **Avoid Project Segmentation** - This project is being submitted and evaluated separately from several substantial projects in the same area presently being proposed or already being implemented by the DOT. (Some of these projects include: DOT Project 560-03-99 - known as the 'Guardrail Project, which plans on installing 8,000 feet of guardrail between Princeville and Haena, The DOT's 25-Year Comprehensive Roadway Corridor Plan, the Hanalei Bridge repair project, the Wainiha Bridge repair project) These projects should be evaluated for their

10

cumulative impacts together. As a whole, they will substantially change the rural character and feel of the north shore of Kauai.

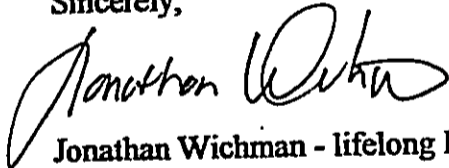
11

I feel I speak for many members of the community when I say that this project is being forced upon us by the powers that be to satisfy their own agendas. The majority of the north shore community does not support this project and feel strongly that, if built, would be a major detriment to the rural character of our home.

12

Regardless of that, the Draft Environmental Assessment is obviously inadequate and biased in favor of the project. I urge you to go the extra mile for our fragile environment and concerned community and acknowledge this project's potential for significant environmental impact. This project should be dropped, but if pursued, definitely warrants a full Environmental Impact Statement.

Sincerely,



Jonathan Wichman - lifelong Hanalei resident
PO Box 512
Hanalei, HI 96714
808-826-6050

cc: USDOT
OEQC
Parson's Brinkerhoff
HRC

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HW-K 4.030499

June 4, 2003

Mr. Jonathan Wichman
P.O. Box 512
Hanalei, Hawaii 96714

Dear Mr. Wichman:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

1. Please see responses to Comments 3, 4, 5, 6 and 7.
2. There is nothing illegal or even improper with the Department of Transportation acting as both the proposing and accepting agency in accordance with Chapter 343 of the Hawaii Revised Statutes (HRS). We are obligated under State law to provide an objective analysis of the project. The EA should disclose all potential environmental and social impacts in order to support a Finding of No Significant Impact if appropriate. If impacts are found to meet the legal definition of "significant", then an EA is not the appropriate environmental review document.
3. The U.S. Fish and Wildlife Service (Service) does not anticipate that tourists visiting the proposed scenic stop would be enticed to use Ohiki Road and trespass into the Refuge. Visitors to the scenic stop will be provided with information about the Refuge, and the availability of official guided tours. In addition, Ohiki Road is less visible from the proposed overlooks than from the existing overlook.

The scenic stop is not viewed as the kind of attraction that would increase the number of visitors touring the North Shore. Therefore, the proposed project would not change the number of tourists who travel through or to Hanalei Town.

Mr. Jonathan Wichman
Page 2
June 4, 2003

HWY-K 4.030499

Our evaluation of the project did find potential secondary impacts on biological resources, air quality, noise, land uses, social and cultural characteristics or historic properties.

Pooku Heiau, which is located to the east of the project site, will not be accessible from the proposed scenic stop. We will consider several options to prevent visitors from venturing beyond the boundaries of the scenic stop, among these may include landscaping and/or fencing if necessary. Access to the heiau will still be available from Kapaka Road.

The Final EA will be revised to include the discussion herein provided.

4. For your information, Act 50 amended the environmental impact statement and significant effect definitions contained HRS Chapter 343. The State Office of Environmental Quality Control website (<http://www.state.hi.us/health/oeqc/index.html>) contains the text of Act 50. Discussion of cultural resources in the study area was provided in Sections 2.3.2 and 2.3.5 of the Draft EA.
5. The purpose of the project is not to replace or improve the safety of the existing overlook. Nevertheless, regardless of whether the proposed scenic stop project proceeds, we feel that the improvements described in Section 1.4 of the Draft EA would improve the safety of the existing overlook.

The traffic incident information reported in Section 2.3.4 of the Draft EA was obtained from our Traffic Branch. The existing overlook is located at Mile Post (MP) 0.11 of Route 560. The entrance to Princeville Shopping Center near Foodland is located at MP 0.05 of Route 560. The traffic data noted the incidents at MP 0.1, which led us to the conclusion that they occurred at the overlook area. Since there may be a discrepancy with these results, the incident information in Section 2.3.4 will be deleted in the Final EA.

6. Section 2.3.6 of the Draft EA described the potential visual impacts of the project from the valley floor, such as Hanalei Town. We agree that scenic views from the valley floor should be protected. Please see Section 2.3.6.3 of the Draft EA for further details on how we plan to proceed to protect these views. The parking lot will not require lighting because the facility will be closed at night. Please see Section 1.3 of the Draft EA for further details.

7. The conclusion in Section 2.2.3 of the Draft EA was made as a result of completion of Section 7 consultation with the Service, which is required under the Endangered Species Act (ESA). We inadvertently failed to disclose sufficiently in the Draft EA that U.S. Fish and Wildlife Service (Service) biologists visited the project site early in project planning and did not find evidence of native, threatened or endangered fauna. However, in response to your comment, as well as other similar comments, Service biologists undertook another site visit. In addition, supplemental Intra-Service ESA Section 7 consultation was conducted to augment the Section 7 consultation initiated by the Federal Highway Administration.
8. As stated in our response to Comment 5, we feel that improvements described in Section 1.4 of the Draft EA would improve the safety of the existing overlook and enhance viewing opportunities for visitors. Those alternatives that would enlarge the existing overlook, which are described in Section 1.5 of the Draft EA, would not be able to provide the space needed to meet the project purpose. Only one alternative suggested during a community meeting would provide a site large enough for the project, but this alternative was rejected due to problems described in Section 1.5.3 of the Draft EA.

We acknowledge that early in the planning process we focused on the safety or the uncontrolled access problem at the existing overlook. At several community and individual meetings, varying and opposing opinions on whether or not there is a safety problem at the existing overlook were expressed. In our latter meetings with individuals and organizations, attention was focused on Hanalei Valley and the Refuge as being unique and valuable environmental and cultural resources. We never stated the project is for economic development.

9. For your information, only about three of the six acres that would be donated by Princeville would be affected by construction and landscaping.

Detailed architectural renderings have not been prepared for the project. Therefore, it is not possible that they were shown at any public meeting. What you may have seen were pictures of typical buildings in Princeville, which were shown for discussion purposes only. The Draft EA disclosed the size, scope and some of the design constraints of the project. Since there are many options regarding the architectural design of the proposed scenic stop buildings, we prefer to conduct additional public involvement activities specifically on design before we embark on developing architectural renderings. Such information will be needed to obtain permitting approvals. It has also been our experience that when one shows architectural renderings, the public tends to retain that picture of the project. This is not something we want to encourage at this stage of the project.

Mr. Jonathan Wichman
Page 4
June 4, 2003

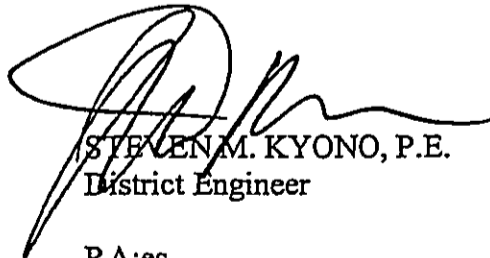
HWY-K 4.030499

10. The proposed scenic stop project has no relationship with the Department of Transportation projects mentioned. Therefore, we are not practicing segmentation. An example of segmentation is if we separate one large highway project into individual projects where each small individual project does not have independent functional utility. In other words, a single individual project involves a commitment for other projects in order for the entire project to be functional. The proposed scenic stop project has no relationship with the projects mentioned.
11. Section 2.3.2 of the Draft EA disclosed this position, which was reported to us during our public and small group meetings.
12. We have made every effort to disclose all potential impacts that may result from the proposed project. However, after thorough review of all the comments on the Draft EA, including the comments you have thoughtfully provided, we have not received any new information that would change our finding that an EA process remains the appropriate form of environmental documentation for this project under Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act. We respectfully disagree with your position that an environmental impact statement is the appropriate environmental review document.

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

Comments in response to the Draft Environmental Assessment for the
Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
November 23, 2001
by Carol Wilcox

NOV 26 2001

1 I understand that the Department of Transportation is taking the lead in this project, however I would like to use this opportunity to address my concerns about the U.S. Fish and Wildlife Service's (USFWS) part in this partnership. In the following comments I will argue that this is a segment of a larger project for the Hanalei Wildlife Refuge (HWR) designed to commercialize the Refuge. I will argue that it absolutely does not qualify under a "Finding of No Significant Impact" but rather this project needs a full Environmental Impact Statement, one that includes the long range plans for the Hanalei Wildlife Refuge.

2 There are proposals in this Draft EA to alter the existing Hanalei lookout. This Draft EA should NOT serve as a review document for any alterations to the design, access or location of the existing scenic lookout. There is no evidence that there is a need to eliminate the left turn there. That lookout is of great historic and strategic importance, there is no indication that it poses a safety problem, and changes to it are of consequence to residents and visitors alike. One need only to observe the lookouts at Diamond Head to know how functional and safe that kind of scenic lookout can be. That is an entirely separate project and should be accompanied by its own environmental assessment review process.

As a long-time and active resident of Hanalei I have an association with the Hanalei Wildlife Refuge that goes back its very inception. In addition I co-authored the Hawaii Stream Assessment for the Hawaii Water Commission, which found Hanalei River to be one of the top ten most outstanding rivers in Hawaii. I am aware of the importance of the Hanalei River in a statewide and national context.

3 In more recent years the USFWS/HWR submitted the successful nomination for the Hanalei River as an American Heritage River, and I was the first Watershed Coordinator for that program, in 1998. The next year the USFWS, along with the USFHA and other Federal Agencies, signed a Memorandum of Understanding (MOU) that pledged Federal Agency cooperation with the local, i.e. Hanalei, community, in so far as possible, in implementing community goals.

The Hanalei Community, through the Hanalei Heritage River Program, identified the development of a masterplan for the Hanalei Wildlife Refuge as the number one community goal. The most logical way to go about this was to implement the congressionally mandated requirement of a plan for the Kauai Refuge System. The FWS maintained that they were unable to fund a master plan, which would cost about \$1 Million over three years. By August 2000 I was convinced that the FWS was not acting in good faith to its commitment to the community, to the taro farmers, to the natural and cultural resources and, most importantly, to the Hanalei River itself. Rather than

continue to be a part of this, I resigned my position as Watershed Coordinator of the Hanalei Heritage River. This is the first opportunity to express my concern about the management of this refuge and its impact on the North Shore Community and the River itself.

The USFWS has successfully avoided required review (for instance, Approvals and Permits, listed on page S-5) of numerous projects by segmenting projects, misrepresenting their actual intent, avoiding taking leading role, getting after the fact permits, and operating under emergency aegises. This "scenic lookout," really a major visitor's center, is a good example.

Over the last ten years changes have been made at the HWR that have had major impacts. For instance, a decision was made to develop open water impoundments for the endangered water birds. To do this, the HWR irreversibly destroyed historic and cultural resources (taro lo'i and rice paddy and water delivery systems, dating to prehistoric times, known in modern times as the China Ditch), and installed an intrusive, poorly designed, and extremely expensive new water delivery system, which has taken nothing but repairs and redesign ever since. In the process, the flood patterns along Ohiki Road were altered so that it now floods and washes out where previously it was efficiently engineered. In addition, the new intake takes significantly more water from the river than historic taking.

3 The impoundments were created by building dikes across the valley floor within the flood plain. This was done without getting Corps of Engineers (COE) permit. During a recent COE and Federal Emergency Management Agency (FEMA) investigation of the berms, it was determined that it exposed Hanalei River banks to increased erosion and flooding by increasing the velocity and flow of floodwater into the river. It likely increased the frequency and intensity of flooding across the Kuhio Highway during low flood events, closing access to Hanalei, impacting the safety and welfare of the community. In addition it possibly is a factor in the gradual drying of the wetlands behind Hanalei town.

Because one federal agency does not have jurisdiction over another, the USFWS was able to get away with this egregious breach of Federal laws, as demonstrated this last month when the FEMA announced changes to the flood maps for Hanalei to reflect the new existing conditions.

Using emergency funds, the FWS built all manners of new structures, purportedly to replace previously existing structures, for warehousing, but in fact used as shops and for other activities. They excavated a significant portion of the ridge in that area in order to accommodate that construction, significantly altering the historic cultural landscape, and were stopped only through community intervention.

Hanalei River. The Hanalei River is, or at least has been, without question one of the best rivers in Hawaii. It is a free flowing natural river with a documented history of a complete complement of native species habitat and production. The River enters the Refuge as a vibrant healthy waterway and leaves as a sick and tired old one. The HWR

has repeatedly entered the river with heavy equipment and without permits or notice to do major work within the riverbed. They have made no attempt to mitigate the constant heavy load of suspended sediment that flows into the river from every outlet on the refuge. The impact of this can be seen not only on the deeply sedimented river below the refuge, but in the growing evidence that the river itself is no longer capable of sustaining native aquatic flora and fauna for which it has been rightfully famous throughout the islands.

I believe that the record is clear about these projects and their impacts. What is less clear is the cost, both direct and indirect. We know that the irrigation system mentioned above cost in excess of \$1 Million in direct cost and an untold amount in indirect cost of road building and personnel that might otherwise have gone to resource management. Beyond that the record is unclear. This is because the FWS has consistently resisted disclosing financial information that is part of the public record. After repeated attempts to acquire such information, the Hanalei Heritage River reluctantly resorted to a Freedom of Information Act request. To the degree that financial information is known, it would appear that money meant for Hanalei has been consistently moved to other projects elsewhere. This is significant in light of the claim by the HWR that they cannot afford the master plan process.

3. A review of the funding requests over the last several years show that the FSW has a vision to move the refuge to one whose major function is to service the visitor, hopefully generating revenues the likes of Kilauea. This visitor's center, coming under the guise of a scenic overlook, is one of many parts to that overall program. Other pieces include paving Ohiki road (2001), putting in a trail and visitors parking lot on the refuge (1999-2001), developing a bike trail on the old access road (1999-ongoing). This amounts to commercializing the refuge at some considerable impact on the community.

The need for a master plan for the entire refuge cannot be emphasized enough.

- Last year the refuge introduced a new endangered species, the Nene, the Hawaiian Goose, without any management plan.
- The refuge has made no attempt to control the invasive alien species on the refuge.
- The refuge has made no effort to involve the community in any meaningful way, rather has attempted to move the community management of the refuge to the Kilauea Refuge.
- Very little good science or engineering was applied to the new impoundments and they turned out to be spurned by the waterbirds in favor of the taro patches. They were allowed to deteriorate, and now the refuge proposes to rebuild them to different design standards.

3 | This project is for a visitor's center, not a scenic stop. This may or may not be a good project, but until the community can look at it in its entire context we will not know. It should be accompanied by a full EIS for the Hanalei Wildlife Refuge and its long-term plan.

The Environmental Impact Statement should treat this for what it is, a proposal for a USFWS Visitors Center, and in so doing should address the following concerns in addition to those listed above, those in the draft EA not yet addressed, and those in other comments:

- 4 | • Hours of operation
- 5 | • Impact of lights at night
- 6 | • Encouraging busses
- 7 | • Impact on local economics
- 8 | • Impact on traffic
- 9 | • Alternatives for visitors centers in other locations
- 10 | • Inclusion of history of how this land was designated "conservation" in order to provide a green belt around Hanalei, and how Princeville was granted an after the fact permit for a greenhouse in the conservation zone, and is now being considered for urban development.

11 | In conclusion, I wish to suggest that the public participation aspect of this project has been sorely lacking, and that the attempt to suggest otherwise in sections 3.2 and 3.3 are specious at best. It is precisely because the FWS has not provided opportunity for meaningful discussion and participation in the ongoing development of the refuge that I have taken this opportunity to comment at length on this project. The EIS process should welcome public participation and make good the agency's commitments to the community as expressed in the MOU with the Hanalei Heritage River program.

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
KAUAI DISTRICT
3060 EIWA STREET, ROOM 205
LIHUE, HAWAII 96766

RODNEY K. HARAGA
DIRECTOR

Acting Deputy Director
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-K 4.030500

June 4, 2003

Ms. Carol Wilcox
P.O. Box 10558
Honolulu, Hawaii 96816

Dear Ms. Wilcox:

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project No. FLH-056-1(45)

Thank you very much for your comments on the Draft Environmental Assessment (EA) prepared for the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. Enclosed is a copy of your written comments, which have been numbered. We would like to provide the following responses to these comments.

Many of your comments are directed to the U.S. Fish and Wildlife Service (Service) regarding their past and present practices of managing the Hanalei National Wildlife Refuge (NWR). We are in no position to respond to those comments that do not have any relationship with the proposed scenic stop project, but we have provided a copy of this letter to the Service and have asked them to respond to your concerns regarding management of the Refuge. We will limit our responses to only those comments relating to the proposed project and Draft EA.

1. After thorough review of all the comments on the Draft EA, including the comments you have thoughtfully provided, we have not received any new information that would change our finding that an EA process remains the appropriate form of environmental documentation for this project under Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act. We respectfully disagree with your position that an environmental impact statement is the appropriate environmental review document.

2. The Draft EA does not serve as a review document for the proposed improvements at the existing overlook. The improvements described in Section 1.4 represent the No Build condition. We plan to make these changes regardless of whether the proposed scenic stop project proceeds. Those improvements would probably be exempted from environmental review in accordance with our Comprehensive Exemption List. We feel that the proposed improvements to the existing overlook will improve safety.
3. The Service has informed us that they have scheduled to begin preparing the Refuge Comprehensive Conservation Plan (CCP) process in 2007. An approved CCP is not required for the Service to participate in the proposed project, and there is no compelling reason to delay the scenic stop project based on the timing of the Refuge CCP. The Final EA will sufficiently describe the project and potential impacts so that the Service is able to analyze the project's compatibility with the Refuge.

The proposed scenic stop project will not affect the CCP process, such as causing the Service to act differently in managing and planning future projects in the Refuge if there were no a scenic stop. It will also not affect current management and operation of the Refuge. The purpose of the project is to provide a public facility that would provide a safe, high quality visitor experience including opportunities for the public to learn about the unique natural and cultural resources of the Hanalei NWR and Valley.

4. Information regarding hours of operation is provided in Section 1.3.2 of the Draft EA.
5. The Draft EA states that lighting on the buildings will be needed for security purposes because the facility would be closed at night. Please see Section 1.3.1 of the Draft EA for further details. According to our Endangered Species Act Section 7 consultation with the Service, the security lighting will not adversely affect the Newell's' shearwater or the Hawaiian dark-rumped petrel. The layout, architecture and landscaping of the project would be designed so that the security lighting will not be noticeable from the valley floor. However, police officers would want to be able to see the buildings from Kuhio Highway or other accessible locations (see comment letter from Kauai County Police Department in the Final EA).
6. There are visitors who tour the island by bus. Since the project is located on an accessible location along Kuhio Highway, unlike the Kilauea Point NWR, the project reasonably needs to accommodate bus access.

7. Section 2.3.2 of the Draft EA stated that the visitor center bookstore would generate a small amount of economic activity. In its projections, the Service estimated conservatively that an average of \$2 per visitor would be spent at the bookstore. This would represent a small portion of the retail market on Kauai. All items sold at the bookstore would be related to the Hanalei NWR and local and natural history of Hawaii. It is not the intention of the Service to be in direct competition with retail outlets that cater to visitors. In addition, the Service does not believe the bookstore would have an adverse effect on sales at the Kilauea Point NWR visitor center bookstore because the two facilities would be administered separately. Service revenue projections described above are conservative because most visitors are expected to visit the Kilauea Point NWR bookstore first because most visitor accommodation units on Kauai are on the east and south sides of the island. Section 2.3.2 of the Final EA will be amended to include the discussion herein provided.
8. Section 2.3.4 of the Draft EA provided a discussion regarding traffic impacts.
9. Section 1.5 of the Draft EA provided a discussion of other alternatives considered for the project. One of the alternatives would locate the visitor information center at another site.
10. Thank you for providing information on the project area's relationship to the Conservation District. Most of the property is classified Conservation, specifically the resource subzone. Please see Section 2.4.1.2a of the Draft EA for further information. As stated in this section, we believe that the proposed project conforms to the policies established for the resource subzone. However, the Board of Land and Natural Resources will ultimately determine conformance with these policies in its review of our future Conservation District Use Application.

We ask that you contact Princeville Corporation or the State Department of Land and Natural Resources for the reasons why an after the fact Conservation District Use Permit was granted.
11. We do not believe our public participation activities are "sorely lacking". From our perspective, we tried to gather input from as many people and organizations as possible who may have an interest in the project. You may contact the Service regarding public involvement with ongoing management of the Refuge.


HWY-K 4.030500

Ms. Carol Wilcox
Page 4
June 4, 2003

We, along with the Federal Highway Administration, have completed the environmental review of the project in accordance with Chapter 343 of the Hawaii Revised Statutes and the National Environmental Policy Act, and will be rendering a Finding of No Significant Impact (FONSI). We will soon distribute the Final EA/FONSI, which will include copies of all Draft EA comments. We will send you a CD-ROM copy of the Final EA/FONSI. If you do not wish to receive the CD-ROM or would prefer a hard copy of the Final EA/FONSI, please fill out the enclosed card and return it to us.

If you have any questions, please contact the Kauai District Office at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.
District Engineer

RA:es
Encl.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

CHAPTER FOUR
Finding of No Significant Impact

CHAPTER 4 FINDING OF NO SIGNIFICANT IMPACT

In accordance with the Hawaii Revised Statutes (HRS) Chapter 343 HRS and Hawaii Administrative Rules (HAR), Sections 11-200-9 and 11-200-11.2, the HDOT, as the approving agency, has rendered a Finding of No Significant Impact (FONSI) for the proposed project. This assessment is based on an evaluation of project impacts in relation to the "Significance Criteria" specified in HAR 11-200-12(b). The definition of "significant effect" in Chapter 343 was amended by the 2000 State Legislature to include ". . . or adversely affect the economic [or] welfare, social welfare[.], or cultural practices of the community and State."

The Significance Criteria appear below in italics, followed by a discussion of the project in relation to the specific criterion. The nature of the project's potential impacts is discussed in detail in Chapter 2.

Involves an irrevocable commitment to loss or destruction of any natural or cultural resource - Construction of the proposed scenic stop will not cause the loss or destruction of any natural or cultural resource. The area that would be directly affected by construction or landscaping does not contain important natural or cultural resources, and plants and animals affected by development of the project are common and found throughout the region, island and State. Since Hanalei Valley contains important natural and cultural resources, measures, which are described throughout Chapter Two, will be taken during both construction and operation of the scenic stop to protect them from impacts. The USFWS, the future owner and operator of the scenic stop, has independent responsibility to ensure that the resources on the Refuge and much of the valley are protected.

Curtails the beneficial uses of the environment - The proposed scenic stop will enhance the beneficial uses of the environment by providing the public with new viewing and environmental and cultural educational opportunities related to Hanalei Valley. The scenic stop will also not adversely affect other uses of the valley, such as farming and recreation, such as kayaking and non-motorized boating on Hanalei River.

Conflicts with the State's long-term environmental policies or goals and guidelines expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders - The proposed scenic stop is consistent with the environmental goals and objectives of the State of Hawaii. It will not significantly affect the physical, natural and cultural environment of Hanalei Valley, and will provide visitors and residents with an enhanced, unique visual and educational experience. The new overlook will offer a more satisfactory means of managing demand for scenic views of Hanalei Valley.

Substantially affects the economic or social welfare of the community or State - The proposed scenic stop is intended to support and enhance the island's visitor industry. Although retail sales will be conducted at the visitor center, this economic activity would be very small compared to the economic activities of Princeville Resort and Hanalei Town. According to USFWS, merchandise would be narrowly focused on the Hanalei NWR and the natural and cultural history of Hanalei Valley and Hawaii, and profits

would be used for the O&M of the facility. There are no economic, social or cultural activities currently at the project site.

Substantially affects public health - The proposed scenic stop will not adversely affect public health because safety measures will be provided at the new overlook, such as safety railings or walls. Vehicular access will be provided by a new intersection on Kuhio Highway meeting appropriate standards. The intersection will include lanes for vehicles turning left into and out of the facility. Ocean and other safety information will be available at the scenic stop

Involves substantial secondary impacts - The proposed scenic stop is not expected to cause secondary impacts. For example, the scenic stop would be too small of a visitor attraction to affect the total number of visitors who tour or stay in the North Shore. Based on the experience at Kilauea Point NWR, it is expected that most visitors would spend 15 to 30 minutes at the scenic stop. The project would also not be involved in connected or similar actions. Connective actions, as defined in 40 CFR 1508.25(a)(1), are closely related actions that (i) automatically trigger other actions which may require environmental impact statements, (ii) cannot or will not proceed unless other actions are taken previously or simultaneously, and (iii) are independent parts of a larger action and depend on the larger action for their justification. The project description provided in Chapter One is a complete project and its development is not related to any urban development being planned by Princeville Corporation, such as the expansion of Princeville Shopping Center and new residential subdivisions. As a stand-alone project, the scenic stop will not dictate or prevent future projects in the Refuge, if any, nor would it require other projects to be developed first or simultaneously. Similar actions are defined in 40 CFR 1508(a)(3), as actions which when viewed with other reasonably foreseeable or proposed agency actions, have similarities that provide a basis for evaluating their environmental consequences together. The only other similar action to the proposed scenic stop is the modification of the existing scenic stop that would prohibit left turns. This action is the "no build" scenario, and the impacts of this action have been disclosed in this EA.

Involves substantial degradation of environmental quality - The proposed scenic stop will not affect the environmental quality of Hanalei Valley, such as the health of Hanalei River or its wetlands. The project will be designed to protect Hanalei River and valley wetlands from potential impacts of the scenic stop. During construction, best management practices will be used to prevent excess sedimentation from affecting the valley wetlands. The driveway and parking lot will be designed so stormwater will flow towards Kuhio Highway's drainage system, and discharged to a retention pond in the Princeville Golf Course.

Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions - The proposed scenic stop will not create a commitment for other actions by the sponsoring agencies, USFWS or Princeville Corporation (see above under "*involves substantial secondary impacts*"). The project has individual functionality. For example, a multitude of scenic overlooks is not proposed or anticipated, and the project will not cause the USFWS to manage the Refuge differently.

Substantially affects a rare, threatened or endangered species, or its habitat - There are no rare, threatened or endangered plant or animal species in the area directly affected by the proposed action. The endangered Hawaiian waterbirds and the Hawaiian hoary bat, which use Hanalei Valley as habitat, will not be adversely affected by the project. Precautions will be taken during construction in the event bats are within the project site. In addition, although the Newell's Shearwater and Hawaiian Dark-rumped Petrel fly over the project area, they will not be adversely affected by the facility, and precautions will be taken to avoid Nene goose habitation at the site. A Section 7 consultation with the USFWS in accordance with the Endangered Species Act was completed. As a result of this consultation, mitigation measures will be implemented to avoid adverse effects to these species.

Detrimentially affects air or water quality or ambient noise levels - The scenic stop will not include any building that emits air pollutants. Although vehicles moving about the parking lot will generate air pollutant emissions, such emissions would be minute in a regional context. The noisiest activities will be the operation of maintenance equipment and reverse warning alarms of tour buses. However, such activities are typical of the surrounding area (Princeville Resort), and the steep valley walls should buffer and attenuate much of the noise emissions. Sewage from the scenic stop will discharge to Princeville's wastewater system.

Affects or is likely to suffer damage by being located in an environmentally sensitive area such as a floodplain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters - The proposed scenic stop is not located in an environmentally sensitive area. However, it is adjacent to Hanalei Valley, which is an environmentally sensitive area and Hanalei River discharges into Hanalei Bay. Therefore, measures, which are described throughout Chapter Two, will be taken to protect this resource. The primary steps to be taken to protect environmentally sensitive areas include mitigating against visual impacts of the scenic stop buildings from important vantage points in the valley; implementing best management practices to prevent erosion and sedimentation during construction; and designing for stormwater runoff control.

Substantially affects scenic vistas and viewplanes identified in county or state plans or studies - The proposed scenic stop will create a new vista of Hanalei Valley. It will not alter or affect any of the visual characteristics of the valley that make it memorable, such as its low-land wetlands, lush valley walls and mountain backdrops. The project will mitigate against visual impacts of the scenic stop buildings from important vantage points in the valley by using setbacks, architecture and landscaping.

Requires substantial energy consumption - The proposed scenic stop will require electricity for the visitor information center and maintenance buildings. The parking lot will not require lighting because the facility will be closed at night. The scenic stop will not require a large amount of energy.

Unlike State law, a significant impact under NEPA is assessed in terms of an impact's "context" and "intensity". As stated in 40 CFR 1508.27(a), context means that the significance of an action must be analyzed in several contexts" and that significance can vary with the setting of the proposed action. As stated in 40 CFR 1508.27(b), intensity refers to the "severity of

impact", or how much of the resource(s) will be used or affected by the project. The importance of context in determining the significance of the project's impacts can best be described under a situation where a particular level of impact at one locale, where the abundance of a particular affected important resource is considered sparse or rare may be considered significant, but the same level of impact at a locale where the same resource is considered abundant may not be considered significant. For intensity, the degree or level of impact often plays into the evaluation, especially if such an impact is aimed at certain resources such as public health, the human environment, parks, critical ecological features, historic districts or sites, endangered species, etc.

The Federal Highway Administration has rendered a FONSI determination for the proposed project because, based on impact analyses described in Chapter 2, the "intensity" of the project's impacts, or its use of the resources in the study area, will be small in the "context" of the regional environment, or the relative abundance of resources in the study area. The NEPA FONSI determination is attached with this Final EA.

CHAPTER FIVE

References

CHAPTER 5 REFERENCES

- County of Kauai Planning Department, Kauai General Plan, November 2000.
- County of Kauai Planning Department, North Shore Development Plan Update, December 1980.
- County of Kauai, Comprehensive Zoning Ordinance, as amended.
- County of Kauai, Ordinances of the County of Kauai, as amended.
- Department of Geography, University of Hawaii at Hilo, Atlas of Hawaii, Third Edition, 1998.
- Experian Realty Atlas, State of Hawaii, Fourth Tax Division, County of Kauai, Map Volume, 32nd Edition, 1998.
- Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance Rate Map, March 4, 1997.
- Group 70 International for Princeville Corporation, Princeville Preliminary Master Plan, Princeville Resort, Kauai, January 22, 1996.
- Hong, Walton D.Y., A Law Corporation for Princeville Corporation, Conservation District Use Application for Nursery Facilities at Princeville Nursery at Princeville, Hanalei, Island of Kauai, State of Hawaii, December 8, 1992.
- J.L. Shoemaker & Associates, Inc for the State of Hawaii Department of Health, Final Report, Review, Revise and Update of the Hawaii Emissions Inventory Systems for the State of Hawaii, 1996.
- MacDonald, Gordon A., Agatin T. Abbot and Frank L. Peterson, Volcanoes in the Sea. The Geology of Hawaii, Second Edition, 1983.
- National Park Service, Hawaii Cooperative Park Service Unit, Western Region for State of Hawaii Department of Land and Natural Resources, Commission on Water Resource Management, Hawaii Stream Assessment: A Preliminary Appraisal of Hawaii's Stream Resources, 1990.
- State of Hawaii Department of Transportation, Traffic Survey Data (Individual Stations), Island of Kauai, 1997.
- State of Hawaii, Hawaii Revised Statutes, as amended.
- State of Hawaii, Hawaii Administrative Rules, as amended
- U.S. Census Bureau, 1990 Census of Population and Housing Summary.

U.S. Department of Agriculture, Soil Conservation Service (now the Natural Resources Conservation Service), Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii, August 1972.

U.S. Department of the Interior, Fish and Wildlife Service, Draft Revised Recovery Plan for Hawaiian Waterbird, Second Revision, May 1999.

U.S. Department of the Interior, Fish and Wildlife Service, Recovery Plan for the Hawaiian Hoary Bat, April 1998.

U.S. Department of Transportation, Federal Highway Administration, FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, December 2, 1998.

U.S. Fish and Wildlife Service, Master Plan for the Hawaiian Wetlands National Wildlife Refuge Complex, December 1985

United States, Code of Federal Regulations, as amended.

Weisler, Marshall, Bernice P. Bishop Museum, National Register of Historic Places, Inventory Nomination Form for Hanalei National Wildlife Refuge Historic and Archaeological District, October 30, 1979.

APPENDIX A

Early Agency and Public Comments

Summaries of Public Information Meetings

August 29, 2000

November 2, 2000

Summaries of Small Group Meetings

November 14, 2001 Public Meeting

Meeting Handout

Sign-In Sheet

Transcript of Oral Comments



Parsons
Brinckerhoff
Pacific Tower, Suite 3000
1001 Bishop Street
Honolulu, HI 96813
808-537-7094
Fax: 808-528-2368

August 3, 2000

See Attached List

Subject: Proposed Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, Kauai, Hawaii

Dear Participant:

The State of Hawaii Department of Transportation (HDOT), in cooperation with the U.S. Federal Highway Administration and the U.S. Fish and Wildlife Service, is proposing to construct a scenic stop overlooking Hanalei Valley and Hanalei National Wildlife Refuge (see enclosed map). They are proposing a new scenic stop because the existing stop does not have adequate space for the vehicles and tour buses that visit the site daily. The new scenic stop would be approximately three acres in size and would include a paved parking lot, a visitor center that would have interpretive displays, a gift shop and restrooms; a maintenance and storage building; and a valley overlook. Volunteers would staff the facility, and revenues generated by the gift shop would be used for maintenance.

Parsons Brinckerhoff Quade & Douglas, Inc. was contracted to assist HDOT in preparing a State environmental assessment (EA) for this project. If you have knowledge of any environmental or social issue associated with this project, we would very much appreciate this information. Also, please let us know if you have any concerns regarding this project so we can address them in the EA.

If you have any questions, please call me at 808-566-2210.

Sincerely yours,
Parsons Brinckerhoff Quade & Douglas, Inc.

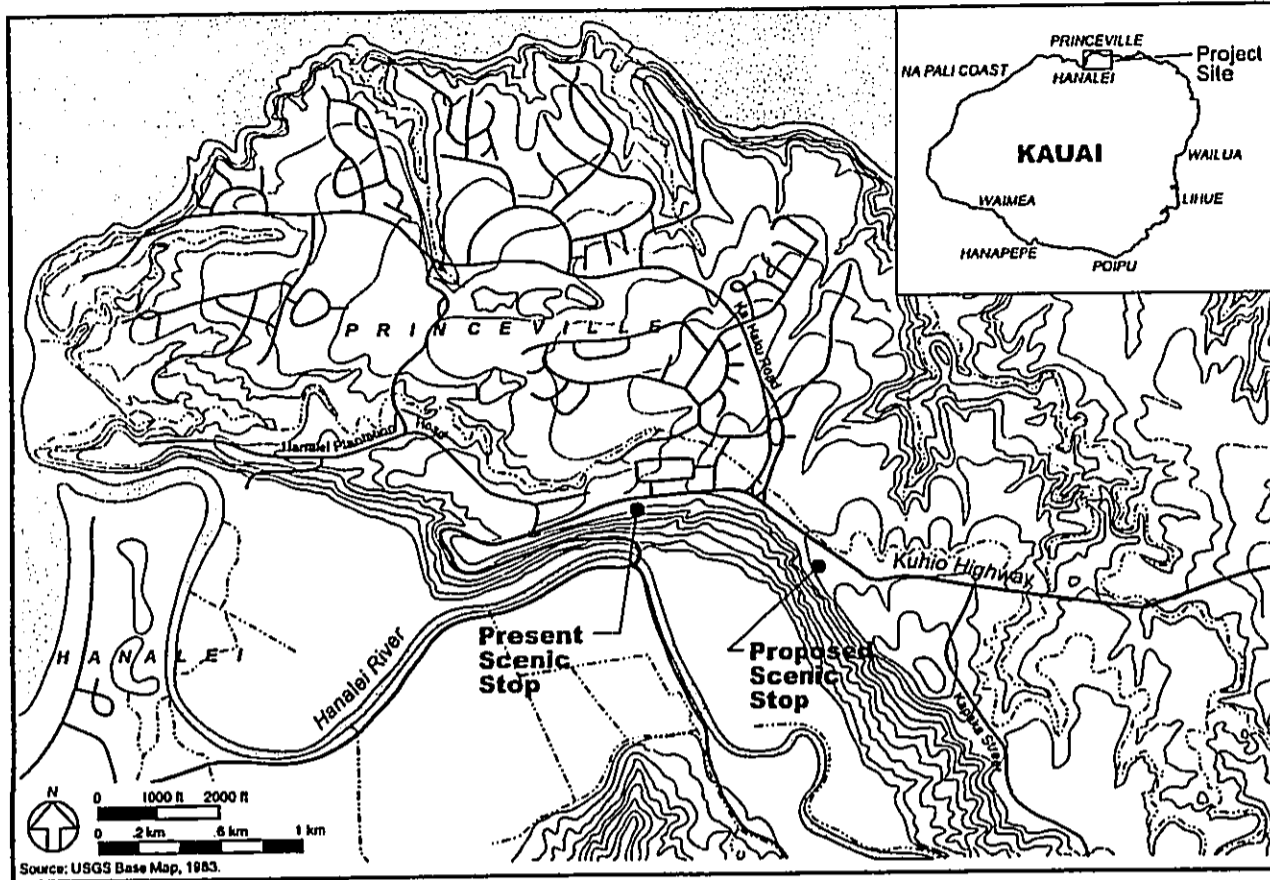
Clyde Shimizu
Clyde Shimizu
Project Manager

Attachment: Project location map showing the location of the proposed scenic stop and existing scenic stop

Over a Century of
Engineering Excellence

Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop Environmental Scoping List

Mr. George P. Young, P.E. Chief Operations Branch U.S. Department of Defense U.S. Army Corps of Engineers Building 230 Fort Shafter, Hawaii 96858-5440	Mr. Michael Buck, Administrator State of Hawaii Department of Land and Natural Resources Division of Forestry and Wildlife 1151 Punchbowl Street, Rm. 325 Honolulu, Hawaii 96813
Ms. Vicki H. Tshako, Manager U.S. Environmental Protection Agency Pacific Islands Contact Office P.O. Box 50003 Honolulu, Hawaii 96850	Mr. Dean Y. Uchida, Administrator State of Hawaii Department of Land and Natural Resources Land Division P.O. Box 621 Honolulu, Hawaii 96809
Mr. James J. Nakatani, Chairperson State of Hawaii Department of Agriculture 1428 South King Street Honolulu, Hawaii 96814	Mr. Don J. Hibbard, Administrator State of Hawaii Department of Land and Natural Resources State Historic Preservation Division 601 Kamokila Blvd., Room 555 Kapolei, Hawaii 96707
Mr. David Blane, Director State of Hawaii Department of Business, Economic Development & Tourism Office of Planning 235 South Beretania Street, 6 th Floor Honolulu, Hawaii 96813	Ms. Linnel Nishioka, Deputy Director State of Hawaii Department of Land and Natural Resources Commission on Water Resource Management P.O. Box 621 Honolulu, Hawaii 96809
Major General Edward V. Richardson Adjutant General State of Hawaii Department of Defense 3949 Diamond Head Road Honolulu, Hawaii 96816-4495	Ms. Genevieve Salmonson, Director State of Hawaii Office of Environmental Quality Control 235 South Beretania Street, Suite 702 Honolulu, Hawaii 96813
Mr. Raymond Soon, Chairperson State of Hawaii Department of Hawaiian Home Lands P.O. Box 1879 Honolulu, Hawaii 96805	Mr. Randall Ogata, Administrator State of Hawaii Office of Hawaiian Affairs 711 Kapiolani Boulevard, Suite 1250 Honolulu, Hawaii 96813
Mr. Gary Gill, Deputy Director State of Hawaii Department of Health Environmental Health Administration 1250 Punchbowl Street Honolulu, Hawaii 96813	Mr. Cesar C. Portugal, County Engineer County of Kauai Department of Public Works 4444 Rice Street, Suite 275 Lihue, Hawaii 96766



Project Location
 HANAIEI VALLEY/HANAIEI NATIONAL WILDLIFE REFUGE SCENIC STOP

- | | |
|--|--|
| <p>Mr. Ernest Y.W. Lau, Manager
 County of Kauai
 Department of Water
 4398 Pua Loke Street
 Lihue, Hawaii 96766-5706</p> <p>Mr. Dee M. Crowell, Planning Director
 County of Kauai
 Planning Department
 4444 Rice Street, Suite 473
 Lihue, Hawaii 96766</p> <p>Mr. Rick Tsuchiya
 County of Kauai
 Kauai Historic Preservation Review
 Commission
 4444 Rice Street, Suite 473
 Lihue, Hawaii 96766</p> <p>Mr. Clifford Ikeda, Acting Administrator
 County of Kauai
 Kauai Civil Defense Agency
 4280-B Rice Street
 Lihue, Hawaii 96766</p> <p>Mr. David Sproat, Fire Chief
 County of Kauai
 Fire Department
 4444 Rice Street, Suite 295
 Lihue, Hawaii 96766</p> <p>Mr. George Freitas, Police Chief
 County of Kauai
 Police Department
 3060 Umi Street
 Lihue, Hawaii 96766</p> | <p>Ms. Carolyn Larson, Executive Director
 Kauai Historical Society
 P.O. Box 1778
 Lihue, Hawaii 96766</p> <p>Ms. Johanna Gomez, Operations
 Coordinator
 Hanalei Heritage River
 P.O. Box 1285
 Hanalei, Hawaii 96714</p> <p>Mr. Michael Y. M. Loo
 Director, Real Estate & Development
 Princeville Resort Kauai
 P.O. Box 3040
 Princeville, Hawaii 96722</p> <p>Mr. Rohit Mehta, General Manager
 Princeville at Hanalei Community
 Association
 P.O. Box 3277
 Princeville, Hawaii 96722</p> <p>Ms. Diane Daniels, Chair
 Hanalei Community Association
 P.O. Box 789
 Hanalei, Hawaii 96714</p> <p>Mr. Tom Carpenter, Chair
 Princeville Ag Subdivision Association
 P.O. Box 3537
 Princeville, Hawaii 96722</p> <p>Mr. Rodney Yadao, Chair
 Kilauea Neighborhood Board
 P.O. Box 328
 Kilauea, Hawaii 96754</p> |
|--|--|

DEPARTMENT OF WATER
County of Kauai

"Water has no substitute - Conserve it"



15200

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96838-5400

August 14, 2000

REPLY TO
ATTENTION OF

Regulatory Branch

August 11, 2000

Mr. Clyde Shimizu, Project Manager
Parsons Brinckerhoff
Pacific Tower, Suite 3000
1001 Bishop Street
Honolulu, HI 96813

Dear Mr. Shimizu:

Subject: Proposed Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop,
Princeville, Kuhio Highway, Kauai, Hawaii.

This is in regards to your letter dated August 3, 2000. We have no knowledge of any
environmental or social issues associated with this project.

The Department of Water does not have a domestic water system servicing this area;
Princeville's private water system serves this area. Prior to the Department of Water
recommending building permit approval for the proposed scenic stop facilities, the owner
will be required to:

1. Enter into and execute a "Waiver and Release Agreement" with the Department
of Water acknowledging that domestic water service is not available from the
Department of Water, County of Kauai.

If you have any questions, please call Mr. Edward Doi at 808-245-5417.

Sincerely,

Edward Doi
by Ernest Y.W. Lau

Manager and Chief Engineer

ED/ian
D:\ar\doc\wp\kdd\00-2160_Shuazu-Princeville

Mr. Clyde Shimizu
Project Manager
Parsons Brinckerhoff Quade & Douglas, Inc.
1001 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Shimizu:

This letter is written in regards to your request for agency
comments regarding the proposed scenic stop overlooking the
Hanalei National Wildlife Refuge located in Kauai, Hawaii.

Based on the information submitted and office reference
materials, the proposed project will not have any impact to
waters of the U.S. to include wetlands. Therefore, a Department
of the Army permit will not be required.

File number 20000286 is assigned to this project. Should
you need additional information, you may call Ms. Lolly Silva of
my staff at 438-7023 or by FAX at 438-4060.

Sincerely,

George P. Young

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

17200

PHONE (808) 594-1868

FAX (808) 594-1865



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPITOLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813

August 15, 2000

Mr. Clyde Shimizu, Project Manager
Parsons Brinckerhoff Quade & Douglas, Inc.
Pacific Tower, Suite 3000
1001 Bishop Street
Honolulu, Hawaii 96813

PC# 141

Subject: Proposed Hanalei Valley/Hanalei National Wildlife Refuge Scenic
Stop; Kuhio Highway, Kauai, Hawaii

Dear Mr. Shimizu,

Thank you for the opportunity to comment on this proposed project in preparation for your environmental assessment (EA). As with any project, the Office of Hawaiian Affairs is concerned that subsurface archaeological, historical and cultural remains may be impacted. Please address these issues in your EA.

In April of this year, the governor signed Act 50, which makes a cultural impact statement required in all State environmental assessments. Please include a cultural impact statement in your EA.

We look forward to receiving and reviewing the EA when it becomes available. If you have any questions, please contact Ken R. Salva Cruz, Policy Analyst, at 594-1847.

Sincerely,

Colin C. Kippen, Jr.
Deputy Administrator

cc: Board of Trustees
Kauai CRS
OEQC
File



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF FORESTRY AND WILDLIFE
1151 PUNCHBOWL STREET
HONOLULU, HAWAII 96813
August 16, 2000

Mr. Clyde Shimizu
Project Manager
Parsons Brinckerhoff
Quade & Douglas, Inc.
Pacific Tower, Suite 3000
1001 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Shimizu:

Subject: Request for Comments: Pre-Environmental Assessment Consultation
Proposed Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop,
Kuhio Highway, Kauai, Hawaii.

We have reviewed your cover letter to us dated August 3, 2000 for the subject project above involving three acres of a paved parking lot, a visitor center, a gift shop and restrooms, a maintenance and storage building, and a valley- overlook along Kuhio Highway, Hanalei, Kauai. Your proposed project will not impact any of DOFAW's programs and therefore, we do not have any objections to your proposed project. Thank you for the opportunity to comment.

Sincerely yours,

Michael G. Buck
Administrator

Copy: DOFAW, Kauai Branch

TIMOTHY E. JOHNS
Commissioner
BOARD OF LAND AND NATURAL RESOURCES
JAMES E. BARRELL
SECRETARY

AGRICULTURE DEVELOPMENT
AGRICULTURE RESEARCH
AGRICULTURE EXTENSION
AGRICULTURE MARKETING
AGRICULTURE POLICY AND PLANNING
AGRICULTURE TRAINING
AGRICULTURE INVESTMENT
AGRICULTURE REVENUE
AGRICULTURE RISK MANAGEMENT
AGRICULTURE INFORMATION
AGRICULTURE LAND MANAGEMENT
AGRICULTURE WATER MANAGEMENT
AGRICULTURE RESEARCH AND DEVELOPMENT
AGRICULTURE RESEARCH AND EXTENSION



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

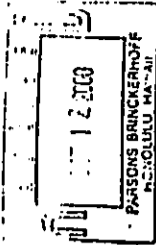
HISTORIC PRESERVATION DIVISION
440 Ala Moana Blvd., Room 555
Honolulu, Hawaii 96813

THOMAS E. JONES, CHAIRMAN
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY
JAMES E. GARFIELD

AQUATIC RESOURCES
BEACHES AND OCEAN RECREATION
CONSERVATION AND RESOURCES
ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND USE
STATE PARKS
WATER RESOURCE MANAGEMENT

COUNTY OF KAUAI
PLANNING DEPARTMENT
4444 RICE STREET, SUITE 473
LIHUE, KAUAI, HAWAII 96766



MEMORANDUM

August 22, 2000

Mr. Clyde Shimizu, Project Manager
Parsons, Brinckerhoff, Quade, & Douglas Inc.
Pacific Tower, Suite 3000
1001 Bishop St
Honolulu, Hawaii 96813

LOG NO: 26041 ✓
DOC NO: 0008NM13

Dear Mr. Shimizu

**SUBJECT: Proposed Hanalei Valley/Hanalei National Wildlife
Refuge Scenic Stop
Kuhio Highway, Kauai, HI**

Since Federal funds will be involved, this will require National Historic Preservation Act, Section 106 compliance. The land itself has been heavily disturbed, so it is highly unlikely that significant historic sites still exist. Our concern would be that the new lookout would not visually intrude on the larger Hanalei cultural landscape. In general, we believe that this project will probably have "no effect" on significant historic sites.

If you have any questions, please call Nancy McMahon 742-7033.

Aloha,

DON HIBBARD, Administrator
State Historic Preservation Division

NM:md

DATE: October 10, 2000
TO: Clyde Shimizu
FROM: Rick Tsuchiya
SUBJECT: Proposed Hanalei Valley Scenic Stop-Kuhio Highway, Kauai

Thank you for informing the Kauai Historic Preservation Review Commission (KHPRC) about the above project and the preparation of the environmental assessment. The KHPRC discussed this proposal at its October 5, 2000 meeting and offered the following preliminary comments:

That the boundaries of the Pooku Heiau be verified and impacts to the heiau be addressed

That view impacts from the valley to the newly proposed lookout and visa versa be addressed

That information on the State Highways' Master Plan for highway improvements in the Princeville/Hanalei area and the U.S. Fish & Wildlife's Master Plan for the Hanalei Valley be made available to better assess overall impacts which might occur

That community input in the review and assessment process is very important and opportunities for public participation should be encouraged to the best extent possible.

The KHPRC appreciates the opportunity to continue its participation in the project assessment/review process and will provide further comments as more detailed information becomes available.

Please feel free to call me should you have any questions.

cc: State Historic Preservation Division

Public Comment Form

Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division, Federal Highway Administration, and the U.S. Fish and Wildlife Service in planning the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: Dr. Carl J. Berg

Address: P.O. Box 681

Kilauea HI 96754

13
0
11-28

RECEIVED
NOV 13 1999
KAUAI

Please make any comments below:

The vote taken at the Hanalei meeting on 11/2 reiterates the community's desire for improvement of the existing Hanalei lookout and abandoning any plans for a new enlarged parking area near Kapuka St. Please, don't waste any more of our taxpayers' money by coming back yet again with the new lookout proposal. It is not needed nor wanted.

slipping into negative behavior that could harm their relations with the rest of the island and their hope for support.

Kauai volleyballers gave fans a thrill

For a while this week, it looked like Kauai High School was becoming one of the top volleyball teams in the state. The Red and White boys' team played the quarterfinals of the state tournament in Honolulu, creating a stir on their home island. Could they take the final two steps to the championship? Was this their year?

After both squads lost their quarterfinal matches, but what a season. Right after the end of the season, the players and their fans and themselves with a steady stream of thrills and success that gave their school a prominent spot on the map of Hawaii's interscholastic volleyball. As coach Richard Roberts said, "The boys' team bowed out in Honolulu, the Red and White boys' team bowed out in Honolulu, but they can compete."

Beautiful and safe, too

Beauty and safety should go hand in hand in the current deliberations on whether to leave the Hanalei Valley Lookout where it is or move it to a new location because of inadequate parking and passing traffic. Pinnacleville Corp. has tentatively decided to leave the site Department of Transportation to relocate the lookout. If that's what it takes for the view of the Hanalei Valley to be a safe one, the plan should move forward as quickly as possible.

The Garden Island
 Published by the Garden Island Publishing Company
 1111 W. Waiola Highway, Suite 1000, Hanalei, HI 96721
 Phone: (808) 833-1111
 Fax: (808) 833-1112
 www.gardenisland.com

Letter

It appears that Hawaii is no more "backwoods" or "frontier" than the United States as a whole. It's a national problem and international embarrassment. Both sending children off to die in combat and the actual abuse of children are immoral, but death has a finality that's hard to ignore. If we can't agree to stop sending children off to be killed in combat, I see little chance of ending adult sexual abuse of children.

We need to stop both. Let's start by stopping the U.S. support for sending children into combat.

Please write President William J. Clinton, The White House, 1600 Pennsylvania Ave. NW, Washington, D.C. 20500, or Fax (202) 456-2461 or e-mail president@whitehouse.gov and urge he support the optional protocol to the Convention on the Rights of the Child, an international agreement establishing 18 years old as the minimum age for recruitment and participation in hostilities.

Performance audit may fix county roads, etc.

Rita De Silva's column in the Nov. 6 TGI (Please, please, bring back the Kapo's bypass) about our Kapo's bypass being closed, along with her words about the sorry conditions of our roads concerned me on the Big Island, really jumped out at me. And I am sure for those of you who must endure traffic jams day in and day out in Kapo's (even with the bypass open) or through Pub to Lihou, her words rang out loud and clear.

I certainly compliment her for focusing on an issue that affects the mobility of this island.

Several times over the years, we have had mainland urban planners visit Kauai who have told us how we could alleviate a large amount of the traffic through Kapo's by putting feeder roads from our bypass to the shopping centers. I believe it was estimated that 90 percent of the cars that come to shop in Kapo's are from the Waialua Homebizards and the Waialua district, and if these feeder roads were in place, some of these people would need to use Kuhio Highway, thus eliminating a large part of the problem.

The Department of Transportation people were on Kauai about eight months ago and though the bypass road in their opinion, they said that any feeder roads were the condition of the roads that we have had.

U.S. must protect kids from sex abuse and war

Le'Raezel calls Kauai and Hawaii "backwoods" in the pejorative sense, and I feel as if I'm in a "backwoods" area as I read about the sexual abuse of children in Hawaii and Mississippi (Nov. 12). Hawaii's age of consent law is backwoods, and the U.S. must protect children from sex abuse and war.

Le'Raezel's article is a different take, judging by the fact that Mr. Ransford did not propose a solution in her column. I have a modest proposal. Let's follow the lead of child soldiers, who are being recruited and sent to fight in a war to fight merely can result in greater negative emotional consequences than being recruited with adults. The child could even be killed.

Performance audit may fix county roads, etc.

Rita De Silva's column in the Nov. 6 TGI (Please, please, bring back the Kapo's bypass) about our Kapo's bypass being closed, along with her words about the sorry conditions of our roads concerned me on the Big Island, really jumped out at me. And I am sure for those of you who must endure traffic jams day in and day out in Kapo's (even with the bypass open) or through Pub to Lihou, her words rang out loud and clear.

I certainly compliment her for focusing on an issue that affects the mobility of this island.

Several times over the years, we have had mainland urban planners visit Kauai who have told us how we could alleviate a large amount of the traffic through Kapo's by putting feeder roads from our bypass to the shopping centers. I believe it was estimated that 90 percent of the cars that come to shop in Kapo's are from the Waialua Homebizards and the Waialua district, and if these feeder roads were in place, some of these people would need to use Kuhio Highway, thus eliminating a large part of the problem.

The Department of Transportation people were on Kauai about eight months ago and though the bypass road in their opinion, they said that any feeder roads were the condition of the roads that we have had.

Public Comment Form

Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division, Federal Highway Administration, and the U.S. Fish and Wildlife Service in planning the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: GARY L. BLAICH
Address: P.O. Box 1434
Kilauea, Kauai, HI

RECEIVED
STATE OF KAUAI
JAN 11 10 28 AM '97

Please make any comments below:

Re: TRAFFIC SAFETY + current lookout

Remove the present "Scenic Lookout Sign on Makai side of Kuhio Hwy that points toward the lookout."
Install "No Left Turn Sign" for Hanalei bound traffic.
Work on tourist guide books to emphasize the lookout as an attraction to be seen as you're leaving the No. Shore/Hanalei-Piile area. Also work on activities desks & hotels to ↑ education about this approach.

Re: Visitor Center/Parking lot/Restrooms (3 acres)

No! Preserve the greenery, many feel tourists come here for "Avoid concrete" -
No! Avoid more impervious surface from which car generated pollution (petro-chemicals, brake residue) would flow into the watershed
No! Taro farmers I've spoken to don't want to be in a "fishbowl", note they want the current view up from the valley to be altered

No! Doubt income generated by this facility would cover maintenance costs
Summary: I favor improving current lookout - (R) turn in (R) turn out seems Alpha. Thanks for your good work in the community! Gary Blaich

Public Comment Form

Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division, Federal Highway Administration, and the U.S. Fish and Wildlife Service in planning the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: Karen E. Bottaner
Address: P.O. Box 1323
Hanalei HI 96714

Please make any comments below:

In regard to plan number three, I have great concerns about the cost per year of maintaining the restrooms, visitor center, and the maintenance shed. What is the estimated cost of the ground maintenance per year?

RECEIVED
STATE OF KAUAI
JAN 11 10 27 AM '97

Public Comment Form

Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division, Federal Highway Administration, and the U.S. Fish and Wildlife Service in planning the Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: Mike Bottasso

Address: P.O. Box 1323

Honolulu, Kauai, HI 96714-1323

The information you provide in this form will help the State Department of Transportation Highways Division, Federal Highway Administration, and the U.S. Fish and Wildlife Service in planning the Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: MIKE S. BOTTASSO

Address: P.O. Box 1323

HANALEI, HI 96714-1323

Please make any comments below:

I strongly support keeping the existing lookout with some modifications as our only Hanalei Valley lookout. I believe the local community of Hanalei and Princeville are, for the most part, opposed to a new scenic stop. A new stop means more changes, more buildings, more asphalt, more street lights, more fences, and more mud for maintenance and security. I can see no good reason for a visitor center and restrooms. Tourists come to Kauai to see its beauty and its more natural vistas, not to see buildings, lights, fences, and asphalt parking lots; they see all too much of that in their home countries. The tourists who stop at the existing lookout are there for a very short time, just enough time to take a picture or two and they are off again toward the island.

Back to the existing lookout. I think a no-left turn sign makes a lot of sense. I would even be in favor of enlarging the area by a couple of parking spaces, but don't make the scenic stop more visible from the Hanalei Valley and Hanalei River. I don't think the addition of a rock wall is necessary. Let's keep Kauai - Kauai as much as possible. We like it that way and so do the tourists.

Please make any comments below:

I am very concerned about the visual impacts from the Valley floor, and also the presence of bathrooms, visitor center, gift shops, maintenance building, a hotel gate, and possible fencing surrounding the proposed new lookout. I believe less is best. Just because our State doesn't want to pay maintenance fees for landscaping, parking lot striping, and asphalt repairs, etc., does not justify putting in all of those buildings and their locked gates, etc. We don't need a public restroom there. We have restrooms at the library, the shopping center, and the gas station. We don't want to see a visitor center from the Valley floor, nor a phone or from the highway. A maintenance building which holds a Field Service truck is needed. The State could send it there in every few weeks and no building is needed. A few informational signs and parking signs and ingresses and egress like the existing lookout is all that is needed. And, let's find the funds to maintain it or let's abandon the whole idea and look at other alternatives, such as improve the existing lookout by expanding area and improving traffic safety conditions. How about using the parking on the other side of the road from the existing lookout? And a crosswalk from the parking area to the existing lookout. People should be bringing in that way very slowly anyway since the Police and Fire Station is so near. Let's let the people of the community hear about all of these alternatives and let them help make the decisions.

Thank you for your consideration,
Mike S. Bottasso

2001 JAN 19 AM 11:19

Name: MIKE S. BOTTASSO

Address: P.O. Box 1323

HONOLULU, KAUAI, HI 96714-1323

Name: MIKE S. BOTTASSO

Address: P.O. Box 1323

HANALEI, HI 96714-1323

Please make any comments below:

I am very concerned about the visual impacts from the Valley floor, and also the presence of bathrooms, visitor center, gift shops, maintenance building, a hotel gate, and possible fencing surrounding the proposed new lookout. I believe less is best. Just because our State doesn't want to pay maintenance fees for landscaping, parking lot striping, and asphalt repairs, etc., does not justify putting in all of those buildings and their locked gates, etc. We don't need a public restroom there. We have restrooms at the library, the shopping center, and the gas station. We don't want to see a visitor center from the Valley floor, nor a phone or from the highway. A maintenance building which holds a Field Service truck is needed. The State could send it there in every few weeks and no building is needed. A few informational signs and parking signs and ingresses and egress like the existing lookout is all that is needed. And, let's find the funds to maintain it or let's abandon the whole idea and look at other alternatives, such as improve the existing lookout by expanding area and improving traffic safety conditions. How about using the parking on the other side of the road from the existing lookout? And a crosswalk from the parking area to the existing lookout. People should be bringing in that way very slowly anyway since the Police and Fire Station is so near. Let's let the people of the community hear about all of these alternatives and let them help make the decisions.

Thank you for your consideration,
Mike S. Bottasso

Public Comment Form

Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division, Federal Highway Administration, and the U.S. Fish and Wildlife Service in planning the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: LILLY CARPENTER (KAPA'IKA ST)
Address: POB 3437
PRINCEVILLE HI 96722

Please make any comments below:

- + I like the proposed plans; interpretive center, giftshop, restrooms or expanded parking.
- The concern for the residents of Kapa'ika St - as well as the Hanalei Valley residents would be night lighting which we would oppose.
- ? Perhaps a 5pm closing?
- ? Perhaps a fee for certain sizes of buses-taxis will sell this as part of their tour business.
- + When I stop with visitors at the present outlook, I find that I, as well as they, renew my appreciation of this beautiful view which I otherwise often pass by too quickly to see. I believe many residents as well as visitors will enjoy this enhanced viewing site.
- ? If FWS does not maintain this, and it be possible for the Kauai Visitor Convention Bureau?
Hawaii

Public Comment Form

Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division, Federal Highway Administration, and the U.S. Fish and Wildlife Service in planning the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: Joan Conrow
Address: PO Box 768
Kalauea 96754

Please make any comments below:

I think you need to find an alternative site. The proposed site is too close to Pooku heiau and opens a road area to development. It also seems the turnin could be dangerous there because of the hill. I think any lookout should be built near the shopping center to keep development & intersections consolidated.

I also question the need for a new lookout. I have never seen too much congestion there + DOT has provided no evidence of traffic accidents. The Kalihima lookout is far more dangerous. An interpretive center is a great idea; perhaps "good neighbor" Princeville could make space available in its shopping center, that would also reduce costs for FWH. It seems few funding is too uncertain to commit to long term care of a new stand-alone facility.

RECEIVED
1003 SEP - B - A 33

Public Comment Form

Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division, Federal Highway Administration, and the U.S. Fish and Wildlife Service in planning the Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: Maulioka Cook

Address: P.O. 326

Kilauea 96751

Please make any comments below.

I enthusiastically endorse leaving the look-out as is. I feel the best thing we can do for the visitor industry on Kauai is to maintain as much as possible the beauty of nature here. I think the construction of a visitor center, gift shop, restrooms etc. would detract greatly from our lovely environment and would actually be a turn off to the way people were trying to please. Over the years the visitors are sorry to see the development on Maunaloa. They love to experience the undisturbed aspect of Kauai's atmosphere. I also feel those things are not needed. There are restrooms in the shopping center, visitor center at the highest house & shops along in Puuile + Hanalei. Please keep it green.

M. Cook

Public Comment Form

Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division, Federal Highway Administration, and the U.S. Fish and Wildlife Service in planning the Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: Felisa de Baker

Address: 118 Hanalei #1 36714

Please make any comments below.

I appreciate very much the alternative scheme with cantilevered rock walled walkway - A rock wall is never uninteresting. Ray Chuan's survey shows that a huge problem is not needed. This huge monstrosity that is proposed is so unnecessary so out of proportion that I find it disturbing. The idea is now being floated.

A fancy new look-out is not needed, not wanted is undesirable. Please do not build this thing. Definitely no restrooms, no gift shop, no visitor center, please. All this stuff requires security lighting, fire exits, #1 signs, no take away be no lights. The visitor's lookout is in proportion to our car landscape and fits in with our street families.

DO NOT BUILD PLEASE.



Public Comment Form

Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division, Federal Highway Administration, and the U.S. Fish and Wildlife Service in planning the Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: Ron Garrison

Address: P.O. Box 3483
Princeville, HI 96722

Please make any comments below.

There was only one option proposed to correct the safety problems that exist at the current scenic stop. That option hinged on some non-profit organization assuming total responsibility for the management and maintenance of the proposed project once it was built.

Now that the state Highways Division has acknowledged there is a safety concern at the current scenic stop, I would like to hear what other options are available to eliminate the states liability before there is a serious accident there.

Once an options has been selected, in consultation with the community, an emergency appropriation should be requested.



Hanalei Heritage River

August 29, 2000

Clyde Shimizu
Parsons Brinckerhoff Quade & Douglas, Inc.
Hand-Delivered at
8/29/00 Community Information Meeting

Aloha Clyde:

As you know, the Hanalei River Hui has been very interested in the DOT's planning process for the proposed Hanalei Scenic Overlook. The Hui and the Hanalei Community Association hosted an informational meeting in November where the community first got to hear about the planning timeline and initial scoping.

The Hui followed this public forum with a letter in January asking to be recognized as a planning participant. We were very pleased to receive confirmation in March from Steve Kyono at the DOT that the Hui would be recognized as a community participant.

Your letter of August 3rd requested any information we might have about the potential impacts of the overlook project. Attached, please find a list of concerns and comments expressed during November's meeting and subsequent meetings of the Hui's Road Planning Work Group.

The Road Planning Work Group has also identified several alternatives that should be included in the project's Environmental Assessment. These are:

- No Action (keep existing overlook, make no improvements)
- Improve Existing Overlook (expand area or improve traffic safety conditions)
- Explore the "used car lot" area immediately across from the "old" Princeville entrance (adjacent to the eastern entrance to the Shopping Center)
- Build at proposed location, but without bathrooms, visitor center or gift shop
- Build a new overlook, but keep existing overlook open

We thank you for making sure these alternatives are duly addressed and brought to the community. (continued, next page)

5295C Kuhio Hwy, Hale Halawai Ohana O'Hanalei
P.O. Box 1285, Hanalei, Kauai, HI 96714
Telephone (808) 826-1965, Facsimile (808) 826-7975
Email: hanaleiriver@hawaii.net

Mr. Clyde Shimizu
August 29, 2000
Page Two

The Hui has not established a position regarding this project at this time, but has definitely made known its interest in both participating as a recognized planning participant and in helping to insure that the community is fully aware of and involved in the project's planning and scope.

Toward that end, we have arranged to include tonight's forum in our community video series and will be reporting on the project's progress in our newsletters.

Any information you can provide as to how your office will respond to community comments and concerns and how those issues will be incorporated into the Environmental Assessment would be most appreciated.

Mahalo nui loa,

Johanna Ventura Gomez
Operations Coordinator
Hanalei Heritage River

cc: Hanalei Road Committee, attn: Barbara Robeson
Hanalei River Hui Road Planning WG
Steve Kyano, Dept. of Transportation
Tom Alexander, Fish & Wildlife Service

The Hanalei River Hui's Road-Planning Work Group documented the following concerns at the November DOT informational meeting hosted by the Hanalei Community Association and the Hanalei River Hui and at our group's last meeting:

- Can the existing overlook just be improved? This alternative should be included in the Environmental Assessment.
- Can the existing location be left open even if the new one is added?
- Must there be bathrooms whose maintenance requires the addition of a visitor center? Adding buildings adds to the time and cost of maintenance.
- Can other options for the land's ownership be explored?
- Why did this overlook receive attention before the critical situation at the Kalihiwai lookout? Safety concerns have been cited, but what are the actual numbers of accidents?
- Could the FWS decide to charge a fee for parking in the future? Will they gate it, preventing the community from accessing it at night for sky-watching?
- Would the facility be "street-lighted"? The original intent of the North Shore Plan was to keep lighting off the perimeter of the valley. What about the impact on the Shearwaters?
- The Lions Club maintains the present overlook, and this effort takes the club's members one day a month. Are three buildings really necessary?
- Spot-commercialization of the area opens the door to more development.
- The chosen location is very close to the heiau- have cultural impacts as a result of increased pedestrian and car traffic been considered?
- The core group involved in the planning of this project does not currently include any community representation and it should.
- The Hanalei River Hui would be a good group to participate in this capacity because it is pertinent to the Ahupua'a and the Watershed Action Plan that the Hui developed with the community.
- As part of the community's participation, a site visit should be scheduled soon.

August 31, 00

RECEIVED
HIGHWAYS - HAWAII

2000 SEP -7 A 11: 29

Mr. Steven Kyono
District Engineer
State Department of Transportation
Highways Division
3060Ewa Street, Room 205
Lihue, Hawaii 96766

I object to the idea of changing the location of the Hanalei lookout. The present location is the historic site that all people know and enjoy. The new location will probably cause financial problems for the Kilauea Lookout as more volunteers are needed and more money is required to maintain two locations. For what? Tourists? Money for construction? Enhanced Princeville? What? Princeville proposed in their view for the future, a visitor center. Is this that center being paid for by the government for the enhancement of Princeville. In return for gifts that the Council and Planning Department have bestowed on Princeville in return for promises to be completed in the future--none have been completed and they are constantly trying to get the obligations removed. They deserve nothing! The traffic problem at the present location could be reduced by creative road planning. Engineers have solved more difficult problems than this!


Ed Pollock

Public Comment Form

Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division, Federal Highway Administration, and the U.S. Fish and Wildlife Service in planning the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: Frank Robinson
Address: POB 292
HANALEI

Please make any comments below:

you should consider deterring this facility to allow for easy access if that is for private buses to take people into Hanalei and on to Trunks and Kele, and to allow for a large amount of parking spaces so that tourists can leave cars and not tax what little parking there is past the bridge.
and they point out this parking lot so we can't see it from the road.

Welcome to
HANALEI-PRINCEVILLE
Kauai, Hawaii

Microwave transmission **CAPITAL**
on Kauai's beautiful North Shore

After visiting Hanalei Valley Lookout, continue west for 106.8m along Kuhio Hwy. On your right {6am-2pm Sun. Tu. Th. Sat. 50m north of main gate to **Gardens Island Disposal, Inc.** trash composting/wastes pasta center - clay and toxic dioxin, dioxin/biochemical aerosols and incinerated fossil fuels emissions facilities, 6am-2pm Sun. Tu. Th. Sat.} you will find **Verizon, Inc** (see **AT&T** Atlantic Bell grand bunker substation which thrives in the residential community of Princeville next to Kauai county fire and police stations. Stop, visit for you

FREE

2 to 25 gigahertz Vaccinations (wattage will vary)
from transmission towers, poles, dishes on site and focused in from remote locations.

Coming Soon

(public hearings be damned)

for the last of the old millennium, boosting in the new millennium

even **More microwave** wattage

for the muscle and nerve tissue of YOU AND YOUR LOVED ONES.

Look for the **NEW microwave** antennae courtesy of **Narda Corp.**

installed halfway down the green **GTE** transmission tower immediately north of

GTE bunker on 900 sq ft of land (airspace is complimentary)

leased from Princeville Corp. (Suntory, Ltd. Japan).

Enjoy!!

All compliments of **Verizon/GTE** (246-3234), **Princeville Corp** (826-3040)
Kauai Planning Commission (241-6677), and **Hawaii/Kauai** good of buy 'n' girl networks
Democracy Obama o Kauai

Public Comment Form

Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii

The information you provide in this form will help the State Department of Transportation Highways Division, Federal Highway Administration, and the U.S. Fish and Wildlife Service in planning the Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop project. We appreciate any comment you may have.

Name: _____

Address: _____

Please make any comments below:

11/02/00 Suggestions to DOT
Hanalei Presentors
from Hanalei

7 Kilauea speeded correctly please
7 all presentors need to use Power

Point properly
7 congratulations to the "much
improved" Power Point presentations

7 this may be the proverbial "solution
in search of a problem"



Memorandum

Memorandum to file
August 29, 2000 Public Workshop Meeting
Page 2

To: File
From: Jason Yazawa *JY*
Date: September 13, 2000
Subject: Hanalei Valley/Hanalei National Wildlife Refuge (NWR) Scenic Stop
August 29, 2000 Public Workshop Meeting
Hanalei School Cafeteria
Minutes of Meeting

Notices of the public meeting were published in the Garden Island newspaper on the August 21, 22, and 23, 2000 issues and in the Hawaii State & County Public Notices section of the August 21, 2000 issue of MidWeek. The public meeting started shortly after 6:30 p.m. and ended at about 9:00 p.m.
Attendees at the meeting were asked to sign in (see attached sign-in sheets), and were subsequently placed on the project's mailing list so that they can be informed of later meetings and events.

Summary of Presentation

A PowerPoint presentation of the project was given by Mr. Steve Kyono of the Hawaii Department of Transportation (HDOT), Mr. Clyde Shimizu of Parsons Brinckerhoff (PB) and Mr. Stan Duncan of PBR Hawaii (PBR). In addition to staff from these organizations, staff from the Federal Highway Administration (FHWA), U.S. Fish and Wildlife Service (USFWS) and Princeville Corporation were also in attendance. A copy of the slides is available in the project files. The following is a brief summary of the items presented:

Mr. Kyono welcomed the attendees and introduced the project team:
HDOT: Glenn Yamamoto, Steve Monkawa, Ramon Acob and Fred Reyes
Princeville Corp. Michael Loo
FHWA: Pat Phung
USFWS: Tom Alexander and Dave Aplin
PB: Clyde Shimizu, David Aikin and Jason Yazawa
PBR: Stan Duncan

PB, as prime consultant, is responsible for the preparation of environmental documents and the development of conceptual plans. Mr. Shimizu described the condition of the existing scenic lookout and the need for improvements:
• Need to control vehicular access;
• Viewing area too close to Kuhio Highway;

- Need more space for parking;
- Need restroom facilities; and
- Need for additional interpretive displays.

Mr. Shimizu identified the location of the proposed scenic lookout and described some of its desired characteristics. The site would be approximately 3 acres in size, and the new scenic stop would include a channelized intersection with Kuhio Highway, on-site parking for cars and buses, a visitor center with restrooms, a scenic lookout and interpretive displays. Mr. Shimizu stated that the facility would only be open during day light hours.

Mr. Shimizu described the status of the environmental studies, which are currently underway. Mr. Shimizu also asked the audience for help in identifying environmental issues associated with the project. A project schedule of upcoming meetings and events and the environmental process was presented.

Mr. Shimizu indicated that the following factors would be considered in designing the scenic stop:

- HDOT traffic concerns;
- Budgetary constraints;
- USFWS facility needs;
- Princeville architectural concerns;
- Viewing opportunities; and
- Public input.

Mr. Shimizu spoke about the first two factors. Mr. Shimizu stated that HDOT is concerned about highway safety at the existing site. FHWA is involved with the project because they are managing the proposed funding source.

Mr. Duncan spoke about the next three factors important in designing the scenic stop. Mr. Duncan informed the audience that since USFWS is volunteering to be the owner of site, they require that the scenic stop include certain elements so that they could meet the mission of the agency and have the ability to raise revenues to maintain the facility. Princeville Corporation is donating the land, and because the site is near the resort, they would want the facility to be consistent with the architectural style of the resort. Finally, Mr. Duncan explained that the viewplane from the proposed lookout would extend to Hanalei Bay. From the existing lookout, Hanalei Bay is not visible.

Mr. Kyono facilitated the questions and comments phase of the meeting. A summary of the questions, comments and responses is provided below.

Summary of Questions and Responses

Why are public restrooms needed when there are restrooms available at the nearby Princeville Shopping Center?

If the visitor center is provided, staff and the people visiting the scenic stop need restrooms. It is a basic element of such a facility.

What made the project quality for the FHWA Public Lands Highways (PLH) Discretionary funds?

The project site must be immediately adjacent to federal property. In this case, the site is directly adjacent to the Hanalei NWR.

Are PLH Discretionary funds the only means available to pay for the project? Are there other funding sources?

Yes, there are other funding sources. However, if the selected alternative does not qualify for PLH Discretionary funds, the project would have to compete against other State projects. Since the scenic stop does not provide a "transportation improvement", it would be at a disadvantage when compared to transportation enhancement projects.

Can the scenic stop's parking lot be used as a staging area where tourists can transfer from large buses to smaller buses to visit Hanalei? Tour companies are already doing this at the existing Hanalei Valley lookout.

This suggestion will be considered.

How many U.S. Fish and Wildlife Service (USFWS) personnel would staff the scenic stop?

There will be no permanent USFWS personnel on site. A qualified non-profit organization would operate the facility and the bookstore. USFWS would provide management oversight to ensure that certain standards are maintained with regards to the exhibits and the quality of the facility.

What would happen to the existing lookout after the proposed scenic stop is opened? An alternative should be considered that maintains the existing lookout.

An alternative can be developed that would keep the existing lookout as opposed to developing a new scenic stop. However, we have to address the existing lookout's vehicular access problem.

We should not be considering the relocation of the scenic stop until we develop a comprehensive plan for the North Shore. The planning for this project is premature. A comprehensive plan is needed because all the piecemeal projects in the North Shore can cumulatively have a profound and detrimental effect on environmental quality.

We will note your suggestion.

We appreciate the multiple opportunities for public input.

How will our comments be addressed in the EA process?

All comments received during scoping will be incorporated in the Draft EA. All comments received on the Draft EA must be addressed in the Final EA.

How will alternatives be developed?

Input received in this meeting, along with other information being gathered on the project site, will be used to develop alternatives. We will report back the results at the next public meeting.

How will decisions be made? It doesn't appear that the community has a role in this process.

The two major decisions of the EA process are: (1) determine whether a Finding of No Significant Impact is appropriate; and (2) selection of the preferred alternative. Public and agency input is highly influential in these decisions.

With creative roadwork, it is possible to make the existing scenic stop safer for vehicle access and provide more parking.

Without a visitor center (and bookstore), USFWS would not be interested in running the facility. Correct?

Yes, USFWS needs a revenue stream to maintain the scenic stop. The HDOT Highways Division does not currently have funding to maintain the scenic stop. The partnership between HDOT, USFWS and Princeville appears to be a win-win situation because HDOT can work with FHWA to obtain funds to construct the scenic stop, and USFWS has the ability to maintain the scenic stop in the long term.

Therefore, without the visitor center (and bookstore), there is no project.

Not exactly, but there needs to be a system for maintenance of the scenic stop. Alternative maintenance funding options, other than a visitor center (and bookstore), will be explored.

Please consider keeping the existing lookout by providing access to the site via a walking path from the proposed scenic stop.

What if USFWS does not generate enough revenues to maintain the facility?

USFWS is required to upkeep their facilities, and not allow them to fall into disrepair. USFWS will find whatever means necessary to maintain the proposed scenic stop.

All merchandise (e.g., books, tee-shirts, etc.) that would be sold at the bookstore would be related to the Hanalei NWR. The visitor center bookstore will not be a typical tourist gift shop. In addition to being used for maintenance, profits from the bookstore would fund environmental education programs for children.

Is it really possible to hide the buildings from the valley floor?

That is the one of the major design criteria of the project. We have not yet sited the buildings.

More alternatives should be considered.

The residents (farmers) of Hanalei Valley do not want to feel that they living in a "fish bowl," always on stage.

The architectural style of the visitor center should be similar to styles found in Hanalei, not Princeville.

The EA needs to address how the proposed scenic stop would be consistent with the Hanalei NWR management plan, and the scenic and cultural (iako farming) values of the valley.

The project has lost sight of what was originally intended: solve the safety problem at the existing lookout. It got steered away by the potential of obtaining PLH Discretionary funds.

Please explore the possibility of using the PLH Discretionary funds to improve the existing lookout.

How many accidents occur at the existing lookout?

We will research this question.

Does USFWS realize they would be fully responsible for maintaining the proposed scenic stop?

Yes.

How was the site selected?

Once it was decided to obtain PLH Discretionary funds for this project, Princeville was contacted to determine whether they would be willing to donate property for this project.

What are Princeville's plans for the adjoining areas?

Princeville has a master plan, which has been coordinated with and is well known to the community.

Does the scenic stop require any special zoning?

The site is zoned agriculture and conservation. No special zoning is needed. The facility would blend in with the Hanalei NWR.

An alternative should be considered in which a non-profit organization would operate a public transit system from the scenic stop. More land from Princeville would be needed for this expanded function.

A larger visitor center than what is being proposed should be considered. The center could be used as multi-purpose facility, such as a community center for Hanalei. The multi-purpose facility would need to be available at night.

Parking for the scenic stop should be provided adjacent to Princeville shopping center.

The community should have heard about the proposed scenic stop earlier.

The boundaries of the nearby Pooku Heiau have not been accurately delineated.

People should be aware that this project would add an intersection on Kuhio Highway.

The EA needs to assess the impact of creating a major tourist destination, and how this would cause secondary impacts in Hanalei.

A benefit-cost analysis should be prepared that would analyze the risk of a potential lawsuit should no access improvements be made at the existing lookout.

Many tourists favor the rural environment of Kauai, and do not want the type of facility being proposed because they fear that the island would become more like Oahu and Maui. The limitations of the existing lookout provides self-regulation against too much or undesirable development.

The scenic stop should restrict large buses.

Restrictive zoning should be placed in areas adjacent to the proposed scenic stop.

We are concerned that USFWS would turn over ownership of the scenic stop to a private entity, and the facility would turn into a commercial operation.

There should be a shuttle service between the proposed scenic stop and Hanalei.

Will the restrooms be part of the visitor center building or be separate structures?

They will be part of the visitor center building.

The visitor center would be the target of graffiti and vandalism. Not sure if the police has enough resources to ensure security.

The scenic stop will be secured at night. Fencing will be provided with a security gate.

It seems that the public is being offered an all or nothing approach. There is no range of alternatives.

Is it possible for the State to retain ownership of the scenic stop?

Yes, but dedicated funds would have to be secured for maintenance. Volunteerism is not reliable, because such arrangements tend to peter out over time.

How much would it cost to maintain the scenic stop?

Too soon to determine.

The scenic stop should be placed on a vacant parcel on the other side of Kuhio Highway. From an elevated position, the valley can be seen.

HANAIEI VALLEY/HANAIEI NATIONAL WILDLIFE REFUGE SCENIC STOP
Kuhio Highway, County of Kauai

Public Workshop Meeting
Hanaiei School
August 29, 2000

PLEASE PRINT

NAME	ORGANIZATION (if applicable)	ADDRESS
Michael Lee		Po Box 3010 PEINLEVILLE 96722
Rep. Mina Morita	State House	State Capitol Room 315, Honolulu 96813
Johanna Gomez	Hanaiei Heritage River	POB 1285, Hanalei 96714 hanaieiriver@hawaii.net
Evelyn de Fauter	Hanaiei River Hui	152 Hanalei 96714
Frank Kethakild	"	292 Hanalei 96714
Beryl + Corey Brier	Kilauea Neighborhood Assn	PO Box 1457 Kilauea, HI 96754
Maukila Cook	Sierra Club	P.O. 326 Kilauea HI 96754
Toni Kahanu		P.O. Box 507 Hanalei HI 96714
Burkhard Roberson		Box 369 Hanalei 96714

HANAIEI VALLEY/HANAIEI NATIONAL WILDLIFE REFUGE SCENIC STOP
Kuhio Highway, County of Kauai

Public Workshop Meeting
Hanaiei School
August 29, 2000

PLEASE PRINT

NAME	ORGANIZATION (if applicable)	ADDRESS
Ray Chan	Winn Coalition	PO Box 1183 Hanalei HI 96714
HAPPY (AGNES) PARKS		Box 689 HANAIEI HI 96714
Carl Bain	Hanaiei Heritage River Hui	7030a Kilauea Pointe HI 96754
Makala Kaunuaana	Hui Hoanani I Ke Aina	POB 3579 Princeville HI 96722
Greg Goodwin	Democracy @ WANA O KAUAI	POB 1222 HANAIEI HI 96714
Joe McNally		Box Box 1721 Hanalei HI 96714
Mike + Karen Battesso		Box 1323 Hanalei HI 96714
Glen Kayama	Belt Collins	680 Ala Moana Blvd. Hm. HI 96813
Ed Pascoe		PO Box 312 Hanalei 96714
Ron Garrison	River Hui	PO Box 3483 Princeville
CHARLIE McDONALD	HANAIEI COMMUNITY ASSN	PO Box 1432 HANAIEI HI 96714
DAVID BOYNTON	(KAWAHA)	BOX 187 Hanalei 96714
Robney Haseguchi	KIGA, Rice Mill	Box 427 Hanalei 96714
LINDA KARPSTEIN	PV AG SUBDIVISION	Box 3437 PRINCEVILLE HI 96722
Joan Conn		Box 968 Kilauea HI 96754
SUSAN A. WILSON		Box 355 Hanalei, HI 96714
Mark DeLeon		Box 33 Hanalei HI 96714



Memorandum

DRAFT

To: File
From: Jason Yazawa
Date: November 7, 2000
Subject: Hanalei Valley/Hanalei National Wildlife Refuge (NWR) Scenic Stop
November 2, 2000 Public Workshop Meeting
Hanalei School Cafeteria
Meeting Summary

Notices of the public meeting were published in the October 25, 2000 issue of the Garden Island newspaper and in the Hawaii State & County Public Notices section of the October 23, 2000 issue of MidWeek. The public meeting started shortly after 7:00 p.m. and ended at about 8:45 p.m.

Attendees at the meeting were asked to sign in (see attached sign-in sheets), and were subsequently placed on the project's mailing list if they were not already on the list.

Summary of Presentation

Mr. Glenn Yamamoto of the Hawaii Department of Transportation (HDOT) welcomed the meeting participants, introduced members of the project team, and recognized Representative Hermina Morita. Mr. Clyde Shimizu of Parsons Brinckerhoff (PB) and Mr. Stan Duncan of PBR Hawaii (PBR) gave a Powerpoint presentation. Other members of the project team in attendance included:
HDOT: Steve Morikawa, Ramon Acob and Fred Reyes
Princeville Corp. Michael Loo
USFWS Tom Alexander
PB Jason Yazawa

Mr. Shimizu summarized the presentation made at the first workshop for the benefit of those in the audience who did not attend this meeting (see Meeting Summary, dated September 5, 2000). Interspersed throughout this portion of the presentation, Mr. Shimizu summarized the comments received during the first workshop meeting.

The second half of the presentation consisted of discussion of alternatives, which included:

Modifications to the existing scenic stop

1. Right-turn in / right-turn out
2. Structural extension
3. Realignment of Kuhio highway

**Over a Century of
Engineering Excellence**

Memorandum to file
November 2, 2000 Public Workshop Meeting
Page 2

DRAFT

Different schemes for the proposed site

1. Parking lot and lookout
2. Parking lot, lookout, and restrooms
3. Parking lot, lookout, restrooms, visitor center and outdoor pavilion

Mr. Duncan described the three alternative schemes for the proposed site. The advantages and disadvantages were described for each of these alternatives.

Summary of Comments and Questions

Comment: Volunteers from the community conducted their own traffic counts on Kuhio Highway and usage at the existing scenic stop. Based on the data collected, they indicated that there is not a high demand at the scenic stop, nor is there a safety problem. Visitors do not seem to be as enthralled by the lookout as residents based on their length of stay at the stop and because very few people looked at the USFWS interpretive display. Also, only one minor accident was observed.

Comment: It would be helpful if a landscaping plan was included with Scheme 3.

Comment: Visitors do not want a visitor center at the proposed scenic stop. They come to Kaula for its natural beauty, and do not want to see or visit a man-made development.

Comment: Visitors will not stay long at the proposed scenic stop. They will just take a few pictures and leave, similar to how they use the existing lookout.

Comment: Favors the right-turn in / right-turn out alternative, which may include:

- a modification to widen the scenic stop on the Hanalei side; and/or
- providing a stone wall at the overlook, as shown in the presentation.

Comment: People are going to bypass Princeville Shopping Center if restrooms are provided at the proposed scenic stop.

Comment: HDOT should not be spending time and resources studying a project that the community does not want. They should be studying problems at other scenic stops and Kuhio Highway in Lurnahai.

Comment: Newell's shearwaters would be attracted to the lighting at the scenic stop.

Question: Can the federal funds planned to be used for the proposed scenic stop be used to improve the existing stop?

Answer: Yes

Question: Has a market survey been conducted to determine the demand for the new scenic stop? A comparison with Kilauea Lighthouse NWR does not seem appropriate.

Answer: Not yet.

**Over a Century of
Engineering Excellence**

HANAIEI VALLEY/HANAIEI NATIONAL WILDLIFE REFUGE SCENIC STOP
Kuhio Highway, County of Kauai

Public Workshop Meeting
Hanaiei School
November 2, 2000

PLEASE PRINT

NAME	ORGANIZATION (if applicable)	ADDRESS
Michael Lim	Princeville Group	PO Box 3040 Princeville 96722
RON MACDONALD	SELF	" 1745 HANAIEI 96714
Tom Alexander	USFWS	P.O. Box 1125 Kilauea 96754
Carl Berg	-	PO Box 681 Kilauea 96754
ROGENIA CHUAN	-	P.O. BOX 1123 HANAIEI
RAT CHUAN	Limu Coalition	P.O. Box 1123 Hanaiei 96714
Jan Surface	Hanaiei Heritage River	PO Box 267 Kapaa HI 96746
John James	N/A	P.O. Box 335 HANAIEI, HI 96714
DICK MILLER	SELF	P.O. Box 1456 HANAIEI, HI 96714-1456
Makaala Kaumoa	Hanaiei Heritage River	POB 1285 Hanaiei HI 96714
Christy Ann Young	Limu Coalition	POB 232 Hanaiei 96714
Mike & Kuan Ballaban	SELF	P.O. Box 1222 Hanaiei 96714
Gregory J. Goodwin	Limu	P.O. Box 1222 " "
Ed B. Smith	-	P.O. Box 312 HANAIEI 96714
Chris Lyon	-	PO Box 742 Kilauea 96754
Lucy A. Peltz	-	PO Box 375 PO Box 331 96722

Memorandum to file
 November 2, 2000 Public Workshop Meeting
 Page 3

DRAFT

- Question: Who would maintain the existing scenic stop if it is retained after constructing the proposed scenic stop?
- Answer: Volunteers would continue to maintenance of the existing stop. The embankment below the existing stop is not within the existing highway right of way.
- Question: Can federal funds be used for maintenance?
- Answer: No.
- Question: Is Princeville willing to donate the three acres needed for Scheme 3?
- Answer: Princeville has indicated that they are willing. But a formal agreement has not been established.
- Question: Why does Schemes 1 and 2 require less land?
- Answer: Since there would not be a visitor center, less space would be required.
- Comment: The speakers provided a balanced presentation on alternatives.
- Comment: Concerned that automobile-related pollutants from the proposed scenic stop (i.e., from the parking lot) would contaminate Hanaiei Valley.
- Comment: Concerned that the parking lot of the proposed scenic stop would be used as a tour transfer station (i.e., tour bus to shuttle).
- Comment: The proposed scenic stop can provide opportunities for needed park amenities, especially since many of the north shore's park facilities are over capacity.
- Comment: Concerned that USFWS would not be able to generate enough revenues to maintain the proposed scenic stop. Because of maintenance costs, favors the smaller Schemes 1 or 2.
- Comment: A plan should be in place for the long-term maintenance of the proposed scenic stop before construction of such a facility can be contemplated.

**Over a Century of
 Engineering Excellence**



Memorandum

To: File
From: Jason Yazawa *JY*
Date: May 18, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Meeting with Kauai Visitors Bureau (KVB) Marketing Committee April 18, 2001 at the Kauai Marriott Hotel

In Attendance: Ramon Acob, SDO
Clyde Shimizu, PB
Jason Yazawa, PB
See attachment for KVB Marketing Committee roster

Mr. Clyde Shimizu gave a short presentation about the proposed project. Following the presentation, Mr. Shimizu fielded questions and comments.

Questions, Comments and Responses

Will there be an admission fee? The commentator opposes an admission fee.

At this time, the U.S. Fish and Wildlife Service (USFWS) does not think an admission fee will be necessary because they believe sales revenues from the bookstore would be sufficient to maintain the facility. A voluntary admission fee, similar to what is done at the Kilauea Light House refuge, may be used.

Who would own and operate the facility?

The USFWS would own the facility. However, they will contract the actual operation (running the bookstore and maintaining the grounds) to a qualified non-profit organization.

What would be the visual impacts of the facility from the valley floor?

We cannot guarantee that buildings of the scenic stop would not be seen from certain vantage points in the valley. However, the visitor center building would be set-back as far back from the bluff as possible while still providing needed parking. Also, landscaping can be strategically employed to minimize visual impacts. The facility would be closed at night. Therefore, lighting will not be needed in the parking lot. Low intensity lighting will be provided at the visitor center building for security purposes.

Over a Century of
Engineering Excellence

Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Meeting with the Kauai Visitors Bureau Marketing Committee
April 18, 2001
Page 2

Are there other options? For example, can the existing scenic stop be enlarged?

Yes. Options to enlarge the existing scenic stop were developed and may occur whether or not a new visitor center is constructed. Prohibiting left-turns at the existing stop is also being considered.

Commenter likes the idea that a federal agency (USFWS) would be responsible for the upkeep of the facility. Federal agencies have good reputations in maintaining attractive and well-kept facilities.

There should be several facilities like the proposed project around the island.

Will the parking lot have space for large tour buses?

Yes. The space shown on the conceptual plan includes parking of up to six large buses.

Why did the people who attended the two public workshop meetings in Hanalei oppose the project?

The people who attended the meetings did not object to options for improving the safety of the existing stop, such as the prohibition of left turns at the site, nor did they object to developing a new scenic lookout. What they did object to was the construction of buildings. Not only did this include the visitor center, they also objected to the restrooms.

Will the project allow community participation in the design of the facility?

Yes. This was planned, but we haven't progressed enough to reach that stage.

The project should not ignore the needs for maintaining the rural lifestyle of the Hanalei community. The commentator recommended that the project approach the community by emphasizing educational opportunities such as a facility can provide for both visitors and residents. It can provide information on the history and culture of Hanalei Valley and the North Shore. Visitors could be educated to respect the North Shore. For example, not to dance or party in the caves. Stakeholders can then be consulted on how the educational opportunities of the proposed scenic stop can suit their needs.

There is concern in the Hanalei community about destroying viewplanes from above the valley floor as well as from the valley floor.

The educational aspect of the scenic stop project is very important, not only to Hanalei Valley, but also to the North Shore and the entire island.

The City of Refuge on the Big Island did a good job of blending interpretive displays with the archaeological sites.

Over a Century of
Engineering Excellence

Hanalei River was designated an American Heritage River. Public education about this heritage river is a very important aspect of the program. This could be an avenue where the proposed project and the community can find common ground.

Another way the proposed facility can be used for the benefit of the Hanalei community is as a respite area in the event Hanalei River floods. Also, the interpretive displays of the facility could feature taro farming.

The problem with the way the project has been proposed to the community is that it seems too commercial, benefiting only the tourists. The KVB Marketing Committee recommended that new scenic stop be proposed as a "cultural" center as opposed to a "visitor" center.

Could Hanalei Heritage River be a partner for the facility?

Yes, input from many groups are being encouraged.

How does the Hanalei community feel about the way the project is progressing?

Participants of the previous workshops feel that they clearly stated that the visitor center should not be part of the project. Because we let them know that we are meeting with various groups, they are probably saying that their message is not being heard.

Why does the facility need a bookstore?

A revenue stream is needed to cover the cost of maintaining the whole facility, including trimming the brush below the scenic lookout.

Volunteerism should be explored or find someone who would pay to upkeep the facility.

The existing scenic stop is dangerous. The commenter likes the idea of prohibiting left turns.

HAWAII!

Kauai Visitors Bureau

5/1/01 - 525-2300

Attn: Jason

Yazawa

Per your request

The names provided did not attend

Call re with any questions.

Mackenzie
KVB

TO: KVB Marketing Committee

Andy Evans, Chair/Captain Andy's Sailing Adventures
Tony Barber/Rainbow Kona Beach Hotels
Katy Brimmer/Hyatt Regency-Kauai

Nalani Bruu/OED

Dickie Chang/Walt 'au Production

Rick Haviland/Outfitters Kauai

Paula Mamas/Sheraton-Kauai

Rod Lau/Sheraton Princeville Resort

Mary Parker/Poipu Beach Resort Assoc.

Beth Tollock/Office of the Mayor

Myka Shihara/Kawaitoe Development

Sharon Sullivan/Kauai Marriott Beach Resort

John Lampert, Marriott and Renaissance Resort-HI

Doug Chong - Chair/KVB (Married/Steve)

Stacy Ketchum

Mike Hoffman

Sharon Hoopii

Mary Ann Kere

KVB Staff



Memorandum

Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with the Kauai Economic Development Board
April 18, 2001
Page 2

To: File

From: Jason Yazawa *JY*

Date: May 18, 2001

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with Kauai Economic Development Board (KEDB)
April 18, 2001 at the KEDB Office in Lihue

In Attendance: Ramon Acob, SDOT
Cyde Shimizu, PB
Jason Yazawa, PB
Gary Baldwin, KEDB
Chris Nakata, KEDB

Mr. Cyde Shimizu gave a short presentation about the proposed project. The following are questions and comments from KEDB. Also enclosed are responses provided by PB.

Questions, Comments and Responses

What was the nature of the comments received from those people who oppose the project.

Generally, people who have verbalized their opposition to the project did not object to improving the safety of the existing stop, such as the prohibition of left turns at the site, nor did they object to developing a new scenic lookout. What they did object to was the construction of buildings on the site. Not only did they object to the construction of a visitor center, they also opposed restrooms.

How large is the visitor center?

At this time, we estimate that approximately 4,000 square feet would be needed for the interpretive displays, bookstore, restrooms and a small office. However, this could change as decisions are made on the elements of the visitor center. The estimate accounts for restrooms that would be relatively large because of Americans with Disabilities Act (ADA) requirements.

KEDB informed PB that a public document was prepared and accepted by the County Council that calls for the development of five regional visitor centers in Waimea, Poipu, Lihue, Kapaa(?), and the North Shore. Only the Waimea visitor center has been completed. Each visitor center would have a different theme. The

Over a Century of
Engineering Excellence

North Shore visitor center would focus on Hawaiian culture, environmental protection, and the history of movie making on the island.

KEDB also indicated that the recently completed General Plan includes a visitor center located mauka of Kuhio Highway.

KEDB recommended that the visitor center include a conference room with video teleconferencing equipment similar to those in the Waimea visitor center. Such a facility could be used by schools for "distance learning", connections with educational programs, such as those operated by the University of Hawaii. Princeville Resort is already connected to a fiber optic line via a GTE (Verizon) substation.

The visitor center can be used for nature and cultural presentations. For example, kupuna can be brought in for cultural displays. The Voicano Arts Center on the Big Island provides an excellent nature learning center.

KEDB recommended that educational opportunities and community services of the visitor center be emphasized.

KEDB would support the project because it could provide educational opportunities for both visitors and residents, which is something that has been identified in current planning documents (see above).

Over a Century of
Engineering Excellence



Memorandum

Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with the North Shore Business Council
April 19, 2001
Page 2

To: File
From: Jason Yazawa
Date: May 18, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Meeting with North Shore Business Council (NSBC) April 19, 2001 at the Administrative Offices of Princeville Corporation
In Attendance: Ramon Acob, SDOT
Clyde Shimizu, PB
Jason Yazawa, PB
Mike Loo, General Manager (NSBC)
Bill Chase, Vice President (NSBC)
Jim O'Connor, NSBC
Susan Gillette, NSBC

Mr. Clyde Shimizu gave a short presentation about the proposed project. The following are questions and comments from NSBC. Also enclosed are responses provided by PB.

Questions, Comments and Responses

The existing lookout provides the "classic" view of Hanalei Valley.

Did the project team meet with the Hanalei Community Association?

Yes. This group was consulted when the project was initiated.

Commenter expressed concern about the visual impacts of the facility since the project would replace existing vegetation.

We cannot guarantee that buildings of the scenic stop would not be seen from certain vantage points in the valley. However, the visitor center building would be set-back as far back from the bluff as possible while still providing needed parking. Also, landscaping can be strategically employed and certain roofing materials can be used to minimize visual impacts.

Suggested the use of non-reflective roofing.

*Over a Century of
Engineering Excellence*

The Hanalei community would be concerned that the U.S. Fish and Wildlife Service (USFWS) would later change their operational practices of the scenic stop i.e. start to charge an entrance fee.

The restrooms being proposed as part of the facility are needed.

Suggested an interpretive display on water safety.

Who will determine what educational and interpretive displays would be featured at the facility? A lot of good suggestions have been provided to date.

It has not been determined what kinds of interpretive and educational displays would be featured. The project needs additional stakeholder involvement. However, proposals for displays needs to be balanced with the available funds.

How much revenue is needed to maintain the facility?

It is difficult to make a good estimate at this time because detailed plans have not yet been developed.

Developing a learning center at the facility is a great idea.

USFWS wants to develop a hiking trail from the old trail into Hanalei Valley, which is near the existing lookout, along the ridgeline and back into the valley.

Some people in the Hanalei community want a park-and-ride facility for tourists wishing to visit the town.

Although there are local concerns regarding impacts of the proposed project, it was felt that developing the scenic stop project is an island-wide issue.


*Over a Century of
Engineering Excellence*



Memorandum

Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with the Princeville Community Association Board of Directors
April 19, 2001
Page 2

To: File

From: Jason Yazawa 

Date: May 18, 2001

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with Princeville Community Association (PCA)
April 19, 2001 at the Princeville Club House

In Attendance: Ramon Acob, SDOT
Clyde Shimizu, PB
Jason Yazawa, PB
Rohit Mehta, General Manager (PCA)
PCA Board of Directors and guests

Mr. Clyde Shimizu gave a short presentation about the proposed project. The following are questions and comments from PCA. Also enclosed are responses provided by PB.

Questions, Comments and Responses

What considerations have been made for large tour buses?

The parking shown on the conceptual plan can accommodate large tour buses.

Why is commercial activity needed at the scenic stop?

The bookstore, the only commercial activity of the facility, is needed to generate revenues to cover the cost for operation and maintenance of the scenic stop, including trimming the bushes below the lookout. The bookstore would only sell items relating to the refuge and topics of the interpretive displays.

The existing scenic stop is dangerous, and should be closed

Who will be responsible for maintaining the facility?

The U.S. Fish and Wildlife Service (USFWS) will own the facility and will be responsible for its upkeep. They will contract the services of a private non-profit organization to actually operate the facility and maintain the grounds.

How large is the visitor center? Would the building be multi-storied?

Over a Century of
Engineering Excellence

At this time, we estimate that approximately 4,000 square feet is needed for the interpretive displays, bookstore and a small office. However, this could change as decisions are made on the elements of the visitor center. The estimated size accounts for restrooms that would be relatively large because of Americans with Disabilities Act (ADA) requirements. All buildings of the facility will be of one-story.

Will operations be conducted at night?

No. The scenic stop is planned to be used during daytime operation only. The facility will be gated at night. Also, no lighting will be needed, except low intensity lighting at the visitor center and other buildings for security purposes.

Parking for 60 cars seems too much. The parking area in the conceptual plan appears to be very large in relation to the entire site.

The estimated 60 parking spaces is based on the number of stalls at the Kilauea Light House refuge. The final parking area would be based on the expected number of visitors and their average length of stay, as well as the constraints of the parcel. What is shown as the area for parking in the conceptual plan would not be completely paved. Part of the area would be for some existing trees and landscaping, utilized to soften the appearance of the parking lot.

The PCA Board of Directors cannot take a position on the proposal. However, the minutes of the meeting will reflect that those in attendance of the meeting support the project. They asked that the facility include a left-turn lane and an abundant number of trees and landscaping to soften the appearance of the parking lot and buildings.

Over a Century of
Engineering Excellence



Memorandum

Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with the Hanalei Roads Committee
April 19, 2001
Page 2

To: File
From: Jason Yazawa
Date: May 18, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with Hanalei Roads Committee (HRC)
April 19, 2001 at the Hanalei Community Center
In Attendance: Ramon Acob, SDOT
Clyde Shimizu, PB
Jason Yazawa, PB
Barbara Robeson, Chair (HRC)
Other members and guests of HRC

Mr. Clyde Shimizu gave a short presentation about the proposed project. Mr. Shimizu explained that the reason for arranging this meeting was to discuss opportunities to expand the role of the proposed scenic stop to include such features as cultural education and distance learning. The following are questions and comments from HRC. Also enclosed are responses provided by PB.

Questions, Comments and Responses

Community members indicated that in previous meetings, the State Department of Transportation (SDOT) indicated that the primary reason for proposing a new scenic stop was that the existing scenic stop was unsafe. Because of this position, the community has asked for information supporting this purpose.

Mr. Shimizu stated that although safety is an important issue, there were also other reasons presented for constructing the new scenic stop. One option that was developed to improve the safety of the existing stop was to simply prohibit left turns into the stop.

How much money will the federal government provide for the project?

Mr. Shimizu stated that the since the elements for the improvements, such as the visitor center, has not been decided the amount of federal contribution has not been determined.

If cultural education and distance learning is to be included it sounds like the proposed project is getting bigger.

**Over a Century of
Engineering Excellence**

Asking the Hanalei community what they would like to see be included in the proposed project is a trap to get the Hanalei community to support the project.

The educational displays of the visitor center is going to be biased to support the U.S. Fish and Wildlife Service (USFWS).

It is not the purpose or mandate of the Federal Highway Administration (FHWA) and the USFWS to further cultural education.

If the SDOT was successfully in getting federal funds for the construction of the facility, why is it difficult to find federal funds for maintenance?

A cultural education center does not have to be at the proposed site.

What were the original objectives of the project? We suspect that highway safety was the original purpose. How can the purposes of a project expand from being just a safety improvement project to an educational and cultural center? We would like to examine the proposal that won the federal funding.

What happened to the alternatives that would improve the existing scenic stop?

Mr. Shimizu indicated that the option to prohibit left turns is still being considered, and may be implemented whether or not the new scenic stop is constructed.

The community has worked with developers in trying to protect the valley ridgeline.

The project does not fulfill a community need.

The project will adversely affect the character and feel of Hanalei.

The parking lot of the new scenic stop would attract criminal activity, such as drug dealing.

The view from the existing lookout is spectacular and cannot be improved.

People in Hanalei have given a lot of thought about this project. If others who support the project spent the same time and effort that they have, they would change their minds.

The Princeville Library would be the more appropriate location for distance learning.

Could a non-federal organization operate the facility?

We requested copies of the application used to obtain federal funding for the project, and copies of the scope and budget of PB.

**Over a Century of
Engineering Excellence**



Memorandum

Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with the Hanalei NWR farmers
April 19, 2001
Page 2

To: File
From: Jason Yazawa
Date: May 18, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with Hanalei NWR farmers
April 19, 2001 at the home of Rodney Haraguchi

In Attendance: Ramon Acob, SDOT
Clyde Shimizu, PB
Jason Yazawa, PB
Rodney Haraguchi, farmer and resident of NWR
four other farmers/residents of Hanalei NWR

Mr. Clyde Shimizu gave a short presentation about the proposed project. The following are questions and comments from the farmers. Also enclosed are responses provided by PB.

Questions, Comments and Responses

Mr. Haraguchi indicated that the rice mill in the valley, which is owned by his family, is on the Hawaii Register of Historic Places. The site has been somewhat restored with interest and contributions of historic preservation organizations. To maintain the mill, Mr. Haraguchi is exploring ways to generate revenue. He already conducts tours for school children, and thinks that limited visitor tours can be a solution. However, he has yet to gather community input on this idea.

Tourist often walk into the taro fields, which is part of the refuge and is against U.S. Fish and Wildlife Service rules.

Mr. Haraguchi expressed concern that the visitor center bookstore would be the catalyst for opening the area mauka of Kuhio Highway to commercial and other development. He wondered whether this project is being proposed just because money is available.

The farmers were concerned about their privacy because the new scenic stop would bring onlookers closer to their farms and homes.

Mr. Yazawa indicated that the environmental assessment for the project will include a visual impact analysis. However, because the vegetation along the ridge line is so thick, photography from potential lookout areas cannot be taken of

Over a Century of
Engineering Excellence

The project is planning on clearing a small section on the ridge for photography, and the farmers were invited to come to see the view of the valley from the proposed lookout.

The taro growers association may be interested in participating in developing educational displays at the scenic stop.

The farmers acknowledged that landscaping can be used very effectively in minimizing the visual impacts of buildings. They noted that they originally objected to the construction of the USFWS maintenance building in the valley because of its visual impacts. However, because of good landscaping, the building is not that noticeable.

The farmers recommended that the project consult the General Plan.

Over a Century of
Engineering Excellence



Memorandum

To: File
From: Jason Yazawa *JY*
Date: July 5, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Meeting with Mayor Maryanne Kusaka June 29, 2001 at the Civic Center

In Attendance: Glenn Yamamoto, SDOT
Ramon Acob, SDOT
Mike Loo, Princeville Corporation
Clyde Shimizu, PB
Jason Yazawa, PB
Mayor Maryanne Kusaka

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are questions and comments from Mayor Kusaka:

Mayor Kusaka indicated that the educational elements of the project are needed.

She believes that safety improvements are needed at the existing scenic stop.

She agreed with PB that the lookout location that will be partially cleared for the visual impact assessment (Site #3) appears to be the best of the four alternatives.

She asked that the project screen the buildings from the highway and valley as best as possible. Suggestions provided included:

- placing the structures at out of sight locations within the property;
- using the parking lot as a buffer zone;
- minimizing the number of buildings by consolidating structures; and
- lowering the profile of the structures by constructing the buildings partially below grade.

Teachers may be very supportive of the project because of the project's educational opportunities. They are always trying to find suitable excursions for their students, and the scenic stop would be ideal place to provide environmental and cultural education.



Memorandum

To: File
From: Jason Yazawa *JY*
Date: July 17, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Meeting with Councilmember Kaiipo Asing June 29, 2001 at the County Building

In Attendance: Glenn Yamamoto, SDOT
Ramon Acob, SDOT
Mike Loo, Princeville Corporation
Clyde Shimizu, PB
Jason Yazawa, PB
Councilmember Kaiipo Asing

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are questions and comments from Councilmember Asing, and responses from PB, Princeville Corporation or SDOT:

Who is opposing the project?

Those who have voiced the strongest opposition to the project are residents of Hanalei. They do not necessarily oppose a new scenic stop. What they oppose is structures on the site, even restrooms or a maintenance shed. They have said that such structures would adversely affect the rural character and feel of the region even if such structures are not visible from the highway or valley.

What is Dr. Chuan's position?

He believes that the existing scenic stop is safe and sufficient. He has conducted his own survey to support this position.

Did you conduct your own survey to dispute his findings? Isn't conducting such surveys an important element in planning a new scenic stop?

The project has not conducted its own survey at the existing stop because the proposed scenic stop would provide much more benefits than just additional parking spaces. The model for the proposed stop is the Kilauea Lighthouse Refuge, which contains educational displays, restrooms, and an overlook area secluded from the highway.

Memorandum



Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with Councilmember Asing
June 29, 2001
Page 2

Councilmember Asing stated that he understands some of the positive aspects of the project. He also pointed out that existing stop is too small. However, he also understands the reasons why some people are opposing the project.

He believes that it is important to show the public how the facility would appear from different vantage points.

He suggested that the project obtain input from the Kilauea Community Association.

To: File
Jason Yazawa, AS

From: Jason Yazawa, AS

Date: July 17, 2001

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Meeting with Councilmember Bryan Baptiste June 29, 2001 at the County Building

In Attendance: Glenn Yamamoto, SDOT
Ramon Acob, SDOT
Mike Loo, Princeville Corporation
Clyde Shimizu, PB
Jason Yazawa, PB
Councilmember Bryan Baptiste

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are questions and comments from Councilmember Baptiste, and responses from PB, Princeville Corporation or SDOT:

Would the buildings be visible from the valley floor?

The buildings would not be visible from a vantage point near the valley wall. However, as the vantage point moves further away, the buildings may become visible. Therefore, the project will include landscaping to lessen the visibility of the buildings from both the valley floor and the highway.

Who is opposing the project?

Those who have voiced the strongest opposition to the project are residents of Hanalei. They do not necessarily oppose a new scenic stop. What they oppose is structures on the site, even restrooms or a maintenance shed. They have said that such structures would adversely affect the rural character and feel of the region even if such structures are not visible from the highway or valley.

Would the scenic stop be open at night?

No. Therefore, lighting would not be needed for the intersection and parking lot. The facility would be secured by a locked gate.

Over a Century of
Engineering Excellence

Over a Century of
Engineering Excellence



Hanaiei Valley / Hanaiei National Wildlife Refuge Scenic Stop
Meeting with Councilmember Baptista
June 29, 2001
Page 2

Are there plans to screen the buildings from the highway?


Yes, through the use of landscaping.

Can both the existing and propose scenic stops coexist?

That is the current plan. However, SDOT is planning to address the uncontrolled access at the existing stop.

Why is the U.S. Fish and Wildlife Service (USFWS) involved?

USFWS will assume ownership of the site, which would be made part of the Hanaiei National Wildlife Refuge, and will be responsible for its long-term upkeep and maintenance.

To: File
From: Jason Yazawa 
Date: July 17, 2001
Subject: Hanaiei Valley / Hanaiei National Wildlife Refuge Scenic Stop Meeting with Councilmember Gary Hooser June 29, 2001 at the County Building
In Attendance: Glenn Yamamoto, SDOT
Ramon Acob, SDOT
Mike Loo, Princeville Corporation
Clyde Shimizu, PB
Jason Yazawa, PB
Councilmember Gary Hooser

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are questions and comments from Councilmember Hooser, and responses from PB, Princeville Corporation or SDOT:

What is the maintenance cost of the proposed scenic stop?

The estimated annual maintenance cost would be about \$60 thousand.

It appears that the project is meeting with all the relevant stakeholders.

What will occur after the EA process?

Final design would be conducted and the necessary permits would be obtained.

Councilmember Hooser noted that much of the criticisms about the project stems from traffic congestion in the valley. There is the perception in the community that the proposed scenic stop would attract more visitors to the area.

Will the facility provide park-and-ride services into the valley? Is it possible to allow only residential traffic into the valley?

Park-and-ride services is not planned to be included with the project. Restricting access to only certain groups on a public highway is not allowed under current law.



Memorandum

Hanaiei Valley / Hanaiei National Wildlife Refuge Scenic Stop
Meeting with Councilmember Kaneshiro
June 29, 2001
Page 2

To: File
From: Jason Yazawa *fy*
Date: July 17, 2001
Subject: Hanaiei Valley / Hanaiei National Wildlife Refuge Scenic Stop
Meeting with Councilmember Daryl Kaneshiro
June 29, 2001 at the County Building
In Attendance: Glenn Yamamoto, SDOT
Ramon Acob, SDOT
Mike Loo, Princeville Corporation
Clyde Shimizu, PB
Jason Yazawa, PB
Councilmember Daryl Kaneshiro

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are questions and comments from Councilmember Kaneshiro, and responses from PB, Princeville Corporation or SDOT:

What is the size of the existing scenic stop and how large is the parking area?

The existing scenic stop is about a tenth of an acre in size. It has room for about six to eight vehicles, depending on how they park.

Is the main purpose of the visitor center is to collect revenue?

No. The prototype of the proposed scenic stop is the Kilauea Lighthouse Refuge facility, which includes a visitor center that has interpretive displays and a small bookstore. The bookstore is needed because it would generate revenue needed to maintain the facility.

The project would be beneficial because it could provide information to visitors about water safety. The Councilmember noted that almost all drownings on Kauai occur on the North Shore.

What are the major criticisms of the project?

Some members of the Hanaiei community indicated that any structure, even restrooms or a maintenance shed, on the project site would have a detrimental affect on the rural feeling and character of the region. This impact would occur, according to these people, even if the structures were not visible

from the valley or the highway. They do not oppose a new lookout and parking lot. They oppose any structure on the site.

Councilmember Kaneshiro suggested obtaining input from the visitor industry. He also recommended that the project invite more local groups to participate in the planning, such as the Kilauea Community Association. For water safety, he suggested the project contact the Kauai Ocean Rescue Council.



Memorandum

To: File
From: Jason Yazawa *JY*
Date: July 17, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Meeting with Council chair Ronald Kouchi June 29, 2001 at the County Building

In Attendance: Glenn Yamamoto, SDOT
Ramon Acob, SDOT
Mike Loo, Princeville Corporation
Clyde Shimizu, PB
Jason Yazawa, PB
Councilmember Ronald Kouchi

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are comments from Councilmember Kouchi:

Councilmember Kouchi indicated that the visitor center and restrooms would provide needed benefits to the North Shore area.

He was not concerned about the specific architecture of the facility at this time, but wants measures taken to screen the facility's buildings from vantage points along the highway and valley.

Explaining the economic benefits of the project to the public can be difficult, but we need to try.

He suggested that the facility be able to accommodate school kids, such as having staff knowledgeable about environment and culture of the valley.

He suggested that the project obtain input from the Kilauea Community Association and the Lions and Rotary Clubs.

*Over a Century of
Engineering Excellence*



Memorandum

To: File
From: Jason Yazawa *JY*
Date: July 18, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Meeting with Councilmember Jimmy Tokioka June 29, 2001 at the County Building

In Attendance: Glenn Yamamoto, SDOT
Ramon Acob, SDOT
Mike Loo, Princeville Corporation
Clyde Shimizu, PB
Jason Yazawa, PB
Councilmember Jimmy Tokioka

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are questions and comments from Councilmember Jimmy Tokioka, and responses from PB, Princeville Corporation or SDOT:

Councilmember Tokioka was concerned about losing the existing scenic stop. He asked how many vehicles can park at that site. He also suggested obtaining vehicle accident data from the police.

PB stated that the existing scenic stop has room for about six to eight vehicles, depending on how they park. PB also indicated that the project has no intention of closing the site, but SDOT wants to address the problem of uncontrolled access. One option being considered is restricting left turns into and out of the site.

Does the project need council approval?

No. Other than construction-related permitting, only a County use permit is needed due to the project site's "Open" zoning designation. (Use permit applications are heard before the Planning Commission.)

What kind of merchandise would be sold at the visitor center bookstore? Are Princeville merchants concerned about competition from bookstore?

The bookstore would only sell merchandise related to the refuge. It will not sell the type of goods offered in establishments that cater to visitors.

Princeville Corporation understands the need for the bookstore to provide

*Over a Century of
Engineering Excellence*

funds to maintain the facility, and does not believe there will be an economic impact to the nearby shopping center.

He recommended that minimal funds be used to improve the existing stop because such expenditures would be criticized, since a new scenic stop would be developed. Such expenditures would be seen as a waste of money. Concentrating efforts almost exclusively on the new site would focus interest on the project.

What is the planned location of the other visitor center (not the proposed project or the visitor center in Waimea).

The third visitor center is planned to be in Lihue. Princeville noted that the planned North Shore visitor center was planned to be located at the site the project is considering.

Councilmember Tokioka indicated that scheme 3 would bring the most public benefit and provide educational opportunities for students.

He suggested the project obtain input from the Kilauea Community Association and the Hawaii Teachers Association.



Memorandum

To: File
From: Jason Yazawa *JY*
Date: July 17, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Meeting with Councilmember Randal Valenciano June 29, 2001 at the County Building
In Attendance: Glenn Yamamoto, SDOT
Ramon Acob, SDOT
Mike Loo, Princeville Corporation
Clyde Shimizu, PB
Jason Yazawa, PB
Councilmember Randal Valenciano

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are questions and comments from Councilmember Valenciano, and responses from PB, Princeville Corporation or SDOT:

What is the distance between the existing and proposed scenic stops? Is a walkway possible between the sites?

The sites are about a half-a-mile apart. A walking path between the sites is being considered, since there are no plans to close the existing stop.

Is Princeville concerned that the project would take business away from the shopping center?

Princeville does not believe there will be an economic impact to the nearby shopping center. The prototype for the proposed scenic stop is the Kilauea Lighthouse Refuge, which includes a small bookstore that sells merchandise relating to the refuge. Princeville understands the need for the bookstore, and is not concerned about this kind of commercial activity.

How do the taro farmers feel about the project.

The farmers are concerned about impacts to their privacy. Therefore, the project will work closely with them to mitigate this impact. Those farmers we talked to saw benefits of the cultural and environmental educational opportunities of the project.



Memorandum

What are the major criticisms of the project?

Some members of the Hanalei community indicated that any structure, even restrooms or a maintenance shed, on the project site would have a detrimental affect on the rural feeling and character of the region. This impact would occur, according to these people, even if the structures were not visible from the valley or the highway. They do not oppose a new lookout and parking lot. They oppose any structure on the site.

Why did people conduct their own survey of vehicles at the existing scenic stop?
They wanted to demonstrate that there is not a safety problem at the site, and there is not a high parking demand at the scenic lookout.

Could the new scenic stop be used as a trail head? There appears to be an opportunity for eco-tourism.

Yes. The U.S. Fish and Wildlife Service is planning a trail that would loop within the valley and around the ridge line. It appears that the new scenic stop could be a natural trail head, where information and supplies can be provided.

What is the estimated cost of construction?

Upwards of \$2 million.

If the new scenic stop serves as a multi-purpose facility, it would probably garner more public support.

Councilmember Valenciano suggested that landscaping adjacent to Kuhio Highway be used to hide the structures. He thought it best if the only indication of the scenic stop is the signage, and that the buildings not be visible until one enters the facility.

He suggested that the project obtain input from the Sierra Club and the Kobayashi family in the valley.

To: File
From: Jason Yazawa
Date: July 13, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Meeting with Kilauea Community Association July 10, 2001 at the Kilauea Community Association

In Attendance: Steve Kyono, SDOT
Ramon Acob, SDOT
Mike Loo, Princeville Corporation
Dave Aplin, USFWS
Clyde Shimizu, PB
Jason Yazawa, PB
Kilauea Neighborhood Association

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are questions and comments from the Kilauea Neighborhood Association, and responses from PB, Princeville Corporation or State Department of Transportation (SDOT):

Is Scheme 3 the alternative that would be evaluated in the project's environmental assessment (EA)?
Yes.

The visitor center would be useful in educating tourists about the environment, such as letting them know not to walk on the reef or harass turtles.

If the U.S. Fish and Wildlife Service (USFWS) accepting responsibility for the scenic stop's long term maintenance?
Yes.

Is USFWS obtaining additional staff of the new scenic stop? They do not have enough staff for their Kilauea facility.
USFWS will not be adding staff for the proposed scenic stop. USFWS will contract a non-profit organization to operate and maintain the facility. Profits from the proposed visitor center bookstore would be used to pay for operation and maintenance of the facility.

Would there be a new intersection along Kuhio Highway?
Yes. The new intersection will include a left-turn lane into the site.

Would the new intersection be signalized?
No.

Would the new intersection slow down traffic?
The new intersection is not expected to affect traffic flow on Kuhio Highway because it would include a left-turn lane so that turning vehicles do not block through traffic.

Would the project close the existing lookout?
That decision has not been made. Although the view from the existing lookout is famous, something maybe done about its uncontrolled access. A walking path between the existing and proposed scenic stops is being considered.

How would the project benefit locals?
The project would convert private lands not accessible to the public to a public facility, thereby opening a spectacular view of the valley to everybody including both visitors and residents.

Who are the project sponsors?

The project sponsors are the SDOT, Princeville Corporation, the Federal Highway Administration and USFWS.

The visitor center should be built at the shopping center.

An alternative that would have sited the visitor center on vacant land next to the shopping center was evaluated, but was eliminated from consideration because visitors would have to cross Kuhio Highway to view the valley from the existing overlook. Also, Princeville would unlikely donate the property because of its commercial zoning.

Visitor education is not needed because such information is already provided at the hotels.

The planned educational programs for school children at the proposed scenic stop are not needed. Such programs are already provided at the schools.

Members of the Lions Club have personally witnessed many near traffic collisions while working at the existing lookout.

Kauai's economy depends on tourism, and the proposed scenic stop project is needed to support the visitor industry.

What is Princeville's motivation for donating the land?

Princeville Corporation believes that using the property to create a scenic stop with environmental and cultural education would result in long term benefits to the community.

Traffic data from 1995 to 2000 indicated that eight accidents occurred in the vicinity of the existing lookout, which includes the entrance to the shopping center.

What would be the square footage of the building?
The square footage of the visitor center has not been determined. The facility must be comply with the Americans with Disabilities Act.


When is the next public meeting?
The planned public meeting is anticipated to be in September, shortly after the release of the Draft EA.

Will the visitor center be connected to Princeville's sewer system?
Yes.



Memorandum

Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with County Planning Department
July 11, 2001
Page 2

To: File
From: Jason Yazawa 
Date: July 16, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with County Planning Department
July 11, 2001 at the County Civic Center
In Attendance: Ramon Acob, SDOT
Clyde Shimizu, PB
Jason Yazawa, PB
Dee Crowell, Planning Director
Keith Niita, Planning Department

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are comments from the Planning Department

Once the new scenic stop is open to the public, the existing scenic stop should be closed or blocked from vehicular traffic.

Since government agencies are exempt from subdivision approvals, the Planning Department recommended that the subdivision and consolidation actions be conducted at the same time. If the property is not immediately consolidated into U.S. Fish and Wildlife Service's (USFWS) property, the subdivision action, which would be a Princeville action, would have to be approved by the Planning Commission.

A government agency, such as SDOT or USFWS, would have to be a co-applicant with Princeville Corporation in the subdivision/consolidation action.

The project site is within both the State Conservation and State/County Agriculture districts. A Conservation District Use Permit from the Department of Land and Natural Resources will be required.

For construction in the Agriculture districts, the project would require a Class 4 zoning and Use permits from the County, and a Special permit from the State. However, the Special permit is processed by the County. The Planning Department recommended that the project emphasize its public use and benefits.

Planning Department will review Draft EA and would provide comments on the "List of Permits and Approvals" section, if necessary.


There should be ample landscaping along the valley and highway to block views of the scenic stop buildings.

During the permitting process, every aspect of the project could be exposed to conditions, including the size and appearance of the visitor center. Also, conditions could be imposed regarding areas beyond the proposed site.



Memorandum

Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with Hawaii Congressional Staff
July 24, 2001
Page 2

To: File
From: Jason Yazawa 
Date: July 25, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Meeting with Hawaii Congressional Staff
July 24, 2001

In Attendance: Abraham Wong, FHWA
Pat Phung, FHWA
Steve Kyono, SDOT
Jerry Leinecke, USFWS
Aaron Leong, Senator Inouye's office
Mike Kitamura, Senator Akaka's office
Jacqueline Conant, Congresswoman Mink's office
Tina Yamamoto, Congressman Abercrombie's office
Clyde Shimizu, PB
Jason Yazawa, PB

Mr. Clyde Shimizu gave a Powerpoint presentation about the proposed project handouts of the slides were provided. Besides the information on the handouts, the presentation included reactions from Mayor Kusaka and the Councilmembers. Community outreach also included discussions with a native Hawaiian organization that expressed interest in the cultural opportunities and operations of the proposed visitor (cultural center).

A video taken during the week of July 16 showing the vistas from the existing lookout, traffic conditions at the existing lookout, and the vista from the proposed lookout was also shown.

The following are questions and comments from the Congressional staff, and responses from SDOT, FHWA, USFWS or PB.

Do you plan to retain the existing scenic stop?

The overlook will be retained, but something will be done to address the uncontrolled access problem. The options being considered include completely closing the site to vehicle traffic or only allowing right turns into and out of the stop. If the former is implemented, a pedestrian path may be constructed between the existing and new scenic stops.

Mr. Leong asked that the Congressional offices be invited to all public meetings.

What groups are opposing the project?

The groups opposing the project are based in Hanalei. They include the Lirnu Coalition, the Hanalei Roads Committee and the Hanalei Heritage River. While working with these groups, Mr. Shimizu and Mr. Kyono observed that many of the same people are involved in all three groups.

What are the objections of these groups?

They claim the project is not needed because there is not a high demand at the existing scenic stop, nor is there a safety problem.

Mr. Kitamura suggested that the environmental assessment include discussion of the highway safety issue.

It was suggested that the project solicit police support because of the highway safety problem at the existing stop.

It was suggested that the project coordinate with the Hawaii Transportation Association since some of their members would be using the proposed scenic stop.



Memorandum

Hanaiei Valley / Hanaiei National Wildlife Refuge Scenic Stop
Meeting with KVB Board of Directors
July 31, 2001
Page 2

To: File
From: Jason Yazawa *JY*
Date: August 1, 2001
Subject: Hanaiei Valley / Hanaiei National Wildlife Refuge Scenic Stop
Meeting with Kauai Visitors Bureau (KVB) Board of Directors
July 31, 2001 at the Holiday Inn Sunspree
In Attendance: Steve Kyono, SDOT
Ramon Acob, SDOT
Clyde Shimizu, PB
Jason Yazawa, PB
KVB Board of Directors

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are questions and comments from the KVB Board of Directors, and responses from PB or the State Department of Transportation (SDOT):

Who is maintaining the existing scenic stop?
The Lions Club currently maintains the existing stop on a volunteer basis. Mr. Shimizu noted that this is no small effort.

How do the taro farmers feel about the project?
Two of the families living nearest to the proposed scenic stop site expressed concerns about impacts to their privacy. Mr. Kyono indicated that the project will attempt to mitigate this impact through landscaping placed next to their homes.

How would Schemes 1 or 2 be maintained?
The project has been unable to come up with a long term plan for maintaining the scenic stop should Schemes 1 or 2 be implemented. Options explored included having the SDOT, the Department of Land and Natural Resources or the County assume responsibility for long-term maintenance, but none of these organizations have the resources to maintain the site in addition to their current responsibilities. Mr. Kyono indicated that the SDOT does not want the responsibility of maintaining scenic stops in addition to having to maintain all the State highways. Mr. Shimizu noted that Princeville would be unwilling to donate the property unless a good maintenance plan is in place. Relying exclusively on volunteerism would not be acceptable to Princeville.

How many people at the two public meetings in Hanaiei opposed the project?
About 40 people attended both meetings, and most of them voiced opposition or appeared to oppose the project.

Some people trash public places when they are not properly maintained. For example, some people are dumping trash at the former Kaihiwai lookout after it was closed by SDOT.

The project would provide a wonderful educational experience for school children. Recommended consultation with the Department of Education. Mr. Shimizu indicated that the project is planning to meet with the Department of Education.

What will happen to the existing scenic stop?
The scenic overlook would remain open, but vehicular access would be limited. The two options under consideration include (1) prohibiting left-turns at the site, or (2) completing closing vehicle access and perhaps link the existing stop and the proposed stop by a pedestrian/bike path.

How large is the visitor center?
The square footage size of the visitor center has not been determined. The project has been receiving a lot of suggestions on the components of the visitor center. It is difficult at this time to estimate the size of the visitor center without sorting through these suggestions.

Has architectural renderings been prepared of the visitor center?
Architectural renderings have not yet been prepared because people voicing opposition to the project have indicated that the visual impact of the buildings is not what they oppose because this impact can be mitigated. Their objection is based on the belief that any building on the site, regardless of whether it could be seen from the highway or valley, would adversely affect the Hanaiei rural environment.

The Kauai Chamber of Commerce should be briefed about the project.
Maintaining restrooms are extremely expensive.
The restrooms would be part of the visitor center, and USFWS would assume responsibility for their upkeep.

If the concern of the community is focused on the buildings. Why not construct the project in stages. Another member of the Board indicated that this project development strategy has not worked in the past, and would unlikely work now.



Memorandum

Does the Kilauea Lighthouse visitor center bookstore and donation box support the full cost of maintaining that facility? Would the proposed scenic stop bookstore support the full cost of maintenance?
PB was unsure as to whether revenues from the Kilauea Lighthouse bookstore and donation box fully supports maintenance. However, the USFWS has stated that they are confident that they can support the proposed scenic stop with no additional funding.

Could all the proposed elements of the project be located in one building?
Much of the elements of the project can be located in one building, such as the display area, restrooms and bookstore.

Who will decide which of the proposed schemes would move forward?
Schemes 1 and 2 have already been eliminated from consideration because the project was unable to come up with a long-term maintenance plan to the satisfaction of all the parties.

To: File

From: Jason Yazawa *JY*

Date: August 1, 2001

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Meeting with Hawaii Transportation Association July 31, 2001 at the State Office Building

In Attendance: Steve Kyono, SDOT
Ramon Acob, SDOT
Clyde Shimizu, PB
Jason Yazawa, PB
Ed Matsukawa, Kauai Island Tours
Gayn Fujii, Roberts Hawaii

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are questions and comments from the members of the HTA present at the meeting, and responses from PB or the State Department of Transportation (SDOT):

- Why are certain groups or individuals opposing the project?
People voicing opposition to the project believe that the project would adversely affect the rural environment of Hanalei because buildings would be constructed on the site.
- Adequate restrooms at the North Shore is a problem. Many business owners do not want visitors using their restrooms because they often do not buy anything.
- Both representatives of HTA voiced support of the new scenic stop with the visitor-cultural center.



Memorandum

To: File
From: Jason Yazawa *JY*
Date: August 1, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Meeting with Kauai Police Department July 31, 2001 at the State Office Building

In Attendance: Steve Kyono, SDOT
Ramon Acob, SDOT
Clyde Shimizu, PB
Jason Yazawa, PB
Marty Curmin, Princeville Substation commander

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are questions and comments from Mr. Curmin, and responses from PB or the State Department of Transportation (SDOT):

The existing scenic stop is almost always congested. The proposed scenic stop would divert most of this traffic to a location better suited for this activity.

Thinks that the educational aspect of the project is worthwhile. Also, restrooms are needed in the area.

Currently, the library is used as respite when Hanalei River overflows.

The Police Department will not oppose the project.

What will happen to the existing scenic stop?

The scenic overlook would remain open, but vehicular access would be limited. The two options under consideration include (1) prohibiting left-turns at the site; or (2) completing closing vehicle access and perhaps link the existing stop and the proposed stop by a pedestrian/bike path.

Memorandum



To: File
From: Jason Yazawa *JY*
Date: September 20, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop Meeting with Barbara Baker, Principal of Hanalei School September 17, 2001

In Attendance: Barbara Baker, Dept. of Education
Ramon Acob, SDOT
Glenn Mason, MA
Clyde Shimizu, PB
Jason Yazawa, PB

Mr. Clyde Shimizu gave a presentation about the proposed project. The following are questions and comments from Ms. Barbara Baker, and responses from PB:

Many of the Hanalei School students would visit the proposed scenic stop with their parents. Students from other schools will definitely visit the scenic stop. Hanalei School excursions may stop at the facility on the way back from other locations.

Teachers generally prefer that rangers or docents be available when class excursions visit the facility. At Kilauea Lighthouse NWR, teacher packets are provided, but they do not like conducting the classes. They prefer the experts conduct the classes.

The display area should contain old photographs of the valley in a timeline pattern. Also, information about the geologic history of the valley and island should also be included.

The visitor center should have an open-air lanai, and suggested that the pavilion be connected with the visitor center. Also, the lanai or pavilion should have seating or picnic-type tables and benches. Students often have writing assignments and need places where they can work.

How many parking spaces would be provided.
Based on anticipated demand, about 60 parking spaces are currently being planned.

The community would likely object to the commercial aspect (i.e., bookstore) of the visitor center. However, she was understanding about the need for the facility to be self-sustaining. She suggested that the bookstore not be as large as the display area.

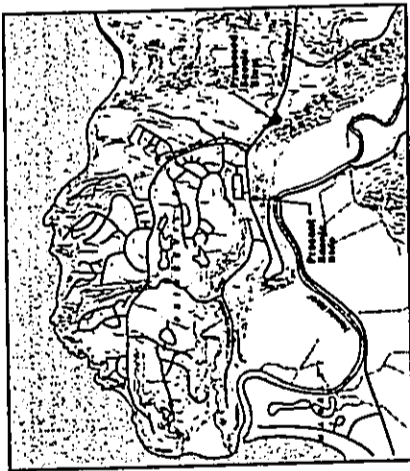
Suggested that pamphlets be provided at the visitor center so that when visitors or students are at the overlooks, they would be assisted by graphics providing information about geographic features, such as the river, peaks, etc.

In designing the scenic stop, Ms. Baker asked that suitable building scale in relation to the project site and community be explored and seriously considered.

THIS PAGE INTENTIONALLY LEFT BLANK.

**Hanalei Valley /
Hanalei National
Wildlife Refuge
Scenic Stop
Island of Kauai, Hawaii**

**Public Meeting
Information Packet
November 14, 2001**

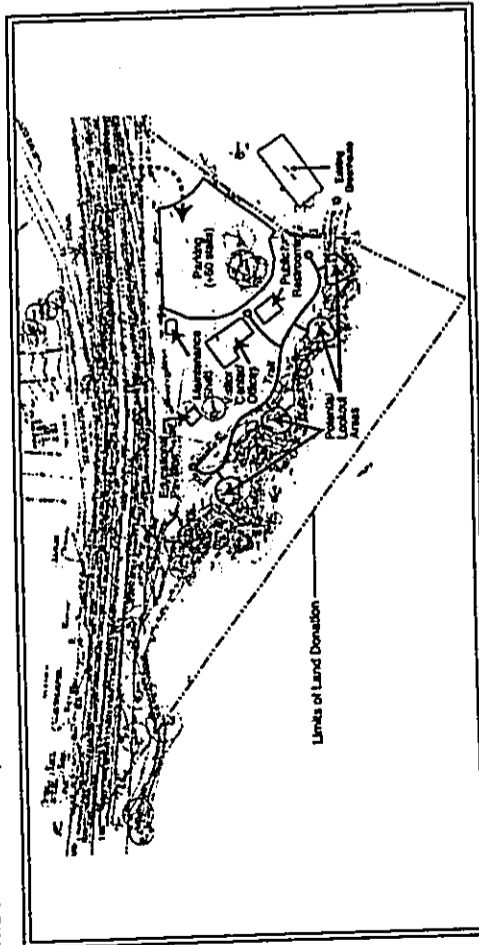


Where would the new scenic stop be located?

The proposed scenic stop would be located approximately a half mile east of the existing Hanalei Valley scenic stop on Kuhio Highway (see map above).

**What are the elements of the proposed scenic stop?
How big would it be?**

The new scenic stop would include a new intersection with storage lanes on Kuhio Highway, a parking lot of about 60 stalls, a maintenance/storage shed, scenic overlooks and a visitor-cultural center (see map below). Other elements of the project may include an open-air education pavilion and garden. The area affected by construction and landscaping would be approximately three acres.



What are the features of visitor-cultural center? How big would it be?

The visitor-cultural center would include an exhibit area featuring environmental, historical and cultural interpretive displays, offices, storage, public restrooms and a book/gift shop. Proceeds from the shop would finance the operation and maintenance of the facility. All merchandise of the shop would be related to the Hanalei NWR and local natural and cultural history.

The visitor-cultural center would be one-story at a maximum size 3500 square feet. The precise size of the visitor-cultural center cannot be determined until detailed design is conducted because the creative use of circulation and other architectural methods could reduce the size of the building while still maintaining needed functions.

**What is the cost of the project?
When would construction start?**

The cost for grading, landscaping and construction of the visitor-cultural center, parking lot, overlooks and maintenance shed would be between \$3 and \$4 million. The property needed for the project would be donated by Princeville Corporation.

Design, permit acquisition and acceptance of the land donation are expected to take up to two years to complete, and are scheduled to begin immediately after completion of the environmental review process. Construction of the project could begin as soon as 2004.

**What is the status of the project?
What will happen after this meeting?**

A Draft Environmental Assessment (DEA) was prepared and announced in the October 23, 2001 edition of the State Environmental Notice. The purpose of the DEA is to disclose the environmental and social impacts that could result from the project, and provide the public with an opportunity to comment on the project. HDOT and FHWA anticipate that this project will not cause a significant impact on the environment, but will re-evaluate this assessment following receipt of public comments. If after reviewing comments on the project the HDOT and FHWA still believe that the project will not have a significant impact, they will prepare a Final Environmental Assessment and declare a Finding of No Significant Impact (FONSI). The FONSI would be announced in the State Environmental Notice.

**Who are involved?
What are their roles?**

The project sponsors include the State of Hawaii Department of Transportation Highways Division (HDOT), the Federal Highway Administration (FHWA), the U.S. Fish and Wildlife Service (FWS) and Princeville Corporation.

HDOT would manage the design and construction of the scenic stop. HDOT has been concerned about the uncontrolled access at the existing scenic stop on Kuhio Highway. Lacking an alternative, HDOT has not restricted access to the existing stop because of the value of the overlook, which provides the spectacular and classic view of Hanalei Valley.

FHWA administers the funding program, Public Lands Highways (PLH) discretionary funds, that are being used to plan the project. The objectives of the PLH program are to strengthen the connection between the nation's highways and federal lands, such as national parks and landmarks. FHWA's role is to ensure the project achieves PLH objectives.

USFWS would accept ownership of the proposed scenic stop, which would become part of the Hanalei National Wildlife Refuge (NWR). Consistent with the provisions of the National Wildlife Refuge System Improvement Act of 1997, the USFWS seeks to foster greater public understanding and appreciation of the nation's natural resources, including protection of threatened and endangered species.

Princeville Corporation, the owner of the project site, is willing to make a public donation of the property for scenic purposes. Although only about three acres is needed for the scenic stop, Princeville would donate six acres so that the scenic stop would be contiguous with the Hanalei NWR. About half the land donation consists of steep side slopes and remnant pieces of land.

What are the benefits of the project?

View of Hanalei Valley

The overlooks at the proposed scenic stop would provide new publicly accessible views of Hanalei Valley, which would be substantially more panoramic than the views from the existing scenic stop. Scenic vistas deep into the valley and of Hanalei Bay would be available, views that are not available from the existing overlook. The scenic stop would not alter or affect any of the visual characteristics of the valley that make it memorable, such as its low-land wetlands, lush valley walls and mountain backdrops.

Public education about threatened and endangered species and historical and cultural resources

The Hanalei NWR is used to conserve threatened and endangered species, including four species of the endangered Hawaiian waterbirds. The refuge is also used for taro cultivation, an important cultural activity, which is compatible with the preservation of these species. The valley is listed in the National Register of Historic Places because of archaeological evidence that indicate that the valley has been continuously occupied for over 1300 years. It is envisioned that the new scenic stop would provide the public with interesting information about the environment of the valley, as well as its natural and cultural history.

Support of the island's tourism industry

It is expected that the majority of scenic stop visitors would be tourists. Therefore, USFWS has indicated a willingness to work with State, local and visitor-industry agencies and organizations for the visitor-cultural center to provide information useful to tourists visiting the North Shore. Such information may include tourist attractions and ocean safety tips. However, the primary purpose of the visitor-cultural center would be to provide interpretive materials about the refuge and the natural and cultural history of Hanalei Valley.

What other public involvement activities have been held?

Public Workshop #1: August 29, 2000
Public Workshop #2: November 2, 2000
Small Group Interviews

- Kauai Visitor Bureau Marketing Committee and Board of Directors
- Kauai Economic Development Board
- Princeville Community Association
- North Shore Business Council
- Hanalei Roads Committee
- Hanalei Valley Taro Farmers
- Mayor Kusaka and County Council
- Planning Department
- Police Department
- Kilauea Neighborhood Association
- Department of Education
- Hawaii Transportation Association
- Kauai Chamber of Commerce
- Kauai Legislators

Where can I get more information about this project?

Who can I contact if I have questions?

The Draft EA for this project, which is available at Princeville and Lihue Public Libraries, contains more information about the project. You can contact the State Department of Transportation, Highways Division, Kauai District Office at (808) 274-3111.

Thank you! We appreciate your time and effort in attending this public meeting.

How can I comment? What is the deadline for comments?

You can provide comments at this public meeting. You can either write your own comments (comment sheets are available), or you can provide oral comments to a court reporter stationed at this meeting who will transcribe your comments. You may fax your comments to (808) 274-3116 or mail them to:

Mr. Steven M. Kyono, District Engineer
State of Hawaii Department of Transportation
Highways Division, Kauai District
3060 Ewa Street, Room 205
Lihue, Hawaii 96766

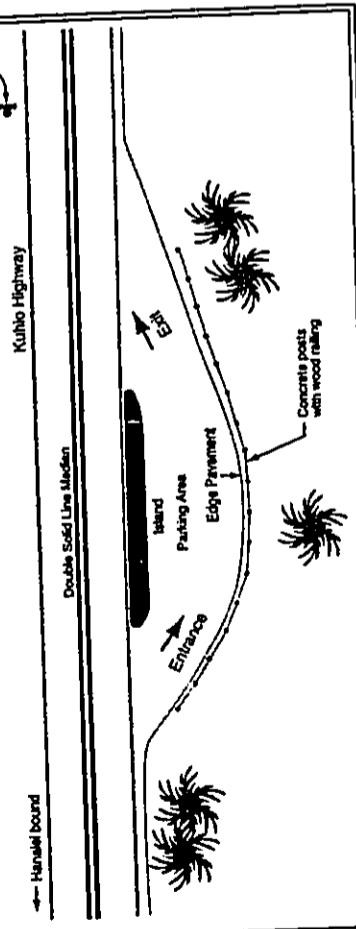
This address is provided in the back of the comment form.

If you wish to receive a response to your comments, especially if you have questions, please make sure your name and address are provided with your comments.

Please make sure we receive your comments by November 23, 2001.

What will happen to the existing scenic stop?

Regardless of whether the project proceeds, HDOT would modify access to the existing scenic stop from an uncontrolled condition to a one-way in/out operation (see figure below). Double solid lines would be painted on Kuhio Highway fronting the scenic stop, signage would be erected notifying motorists that left-turns into the scenic stop are prohibited and a raised curbed island between the highway and scenic stop would be installed.



What are the major impacts of the project? How will these impacts be mitigated?

Visual

Although the scenic stop buildings would be set back from the bluff, and landscaping would be used to screen the buildings, it would be very difficult to completely block views of the buildings from certain vantage points in the valley. From the valley, the overlooks would be the most visible feature of the proposed scenic stop. However, they would be of modest construction, involving at most the construction of rock walls for safety purposes. In addition to landscaping, other alternatives to screen the buildings will be explored, such as grading, consolidating buildings, minimizing roof lines, and lowering the profile of the buildings. Project designers will also explore alternatives to screen the scenic stop buildings from Kuhio Highway.

Privacy of farmers

The privacy of two farming residences could be affected because the new overlook would expose portions of the residences that are not visible from the existing overlook. Other residences of the valley are too far from the proposed scenic stop to have their privacy affected. Farmers working in the taro fields near the overlook could also feel their privacy affected by onlookers, similar to how they may feel about the existing overlook. To lessen the privacy impacts on the two residences, the project sponsors would consult with the occupants to develop a landscaping plan to screen views of sensitive parts of the residences from the proposed scenic stop.

Vegetation and open space

The project would clear up to three acres of vegetation composed primarily of introduced species, changing the flora environment from an uncontrolled condition to a managed landscaped condition. Landscaping would be conducted on an ongoing basis, with plantings consisting of mostly native species. The dense thickets of vegetation along the bluff line would remain as these would mitigate the visual impacts of the project.

Land use

The project would change the land use of the project site from inactive agriculture, supporting overgrown vegetation, to a public facility with landscaping, buildings and a parking lot. This public facility is consistent with the Princeville Resort master plan. The community will be invited to participate in the design of the facility.

HANAIEI VALLEY/HANAIEI NATIONAL WILDLIFE REFUGE SCENIC STOP
Kuhio Highway, County of Kauai

Public Meeting
 Prince Club House
 November 14, 2001

PLEASE PRINT **CLEARLY**

NAME	ORGANIZATION (if applicable)	ADDRESS
Ramon Acro	D.O.T- Highways	3060 EIWA ST., LIMU, HI 96766
Jim Turturici	"	" " " "
Tom Alexander	Mt. O. Wildlife Service	
DAVE APULIN	U.S. Fish & Wildlife	P.O. BOX 1128 KILAUWA
Stanley Kozumi, Lt.	Kauai Police Dept	3060 Elm St Limu HI 96766
Blanton K H	Palace Commission	P.O. Box 917 Hanalei HI 96754
Joseph P. Maurio, Sr.	Kauai Mtn National Land	P.O. Box 69201 Hanalei, Kauai 96769
MURRAY HUDSON		5160 MAHO'OLA CIRCLE, PRINCETON
LYNN McCREARY	PAHIO RESORTS	3970 WILHE ROAD, PRINCETON HI 96722
Felicia Cowden		4191 Kilauwa Rd Kilauwa HI 96714
Rayn Capstone	COUNTY OF KAUAI	331 Cayling Rd Kapaa HI 96746
J. Carl Perry	Princeton Hg. Community	4281 Holoa Rd, Pville HI 96712
JIMMY TOWN	Self.	170 BOX ST ANAHOA HI 96703
LARRY DILL		108 22523 PRINCETON HI 96722

HANAIEI VALLEY/HANAIEI NATIONAL WILDLIFE REFUGE SCENIC STOP
Kuhio Highway, County of Kauai

Public Meeting
 Prince Club House
 November 14, 2001

PLEASE PRINT **CLEARLY**

NAME	ORGANIZATION (if applicable)	ADDRESS
Steve Miori Kawa	HDOT	3060 EIWA ST., LIMU KAUAI 96766
Glenn Hernandez	DOT-DOT	"
PAT V. PHUSE	FHWIA	300 ALA MOANA BLVD. #330 Honolulu HI 96813
Paula Kato	KDD	3060 Elm St. Limu HI
STEWART KONO	POT	4191 ELWA ST LIMU HI 96766
RONALD LANGDOFF	USFWS	PO 291 KILAUWA HI 96754
ROBERT NEST	PCH	P.O. BOX 22477 Honolulu HI 96722
Michael Taylor	PCA	4391 EMERALD DR. EV
Ronald Sokoo	SANDSON LINDSEY ROT.	P.O. BOX 311 LIMU HI 96766
GARY BLAICH	Self	P.O. BOX 1434 KILAUWA HI 96754

1
2 PUBLIC MEETING
3 HAWALEI VALLEY/HAWALEI NATIONAL WILDLIFE REFUGE
4 SCENIC STOP PROJECT
5
6
7
8
9
10 Held on behalf of the State of Hawaii Department of
11 Transportation, the Federal Highway Administration and
12 the U.S. Fish and Wildlife Service at the Prince Golf
13 Clubhouse. Alii Conference Room. Princeville. Hawaii.
14 commencing at 6:30 p.m., on Wednesday, the 14th of
15 November, 2001, pursuant to notice.
16
17
18
19
20
21
22
23
24
25

REPORTED BY: KATHY PEARSON, RPR-CSR No. 313
Notary Public, State of Hawaii

RALPH ROSENBERG COURT REPORTERS, INC.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X

ORAL COMMENTS: Pg 3
RON LANGDON Pg 3
JOSEPH MANINI, SR. Pg 9
ROBERT NESTI Pg 10
MICHAEL TAYLOR Pg 12
GARY BLAICH Pg 12
FELICIA CONDEN Pg 14
LARRY DILL Pg 14
JAMES TORIO Pg 14
* * * * *

RALPH ROSENBERG COURT REPORTERS, INC.

ORAL COMMENTARY

1. RON LANGDON, Box 291, Kilauea HI 96754.
 COMMENTS: I work for the Fish and Wildlife Service at the lighthouse, and I don't think we can afford it. I don't think we're able, we're going to be able to upkeep the place, for one thing. I think I'm going to have to go there. I'm the groundskeeper at the lighthouse, and my work load is extremely big.

So I just think as far as the Fish and Wildlife being involved in it, I don't think our complex, our budget can handle it. If it was all Princeville, I wouldn't have anything to do with it. But we're, for the last four or five years we've been really short of money as far as like everything. And I'm sure that we're going to have to pay for a lot of stuff in this thing. I just don't think it's a good idea for us to do that.

I like the overlook where it is now. I think the view is better, personally.

2. JOSEPH MANINI, SR., Box 911, Waimea HI 96796.
 COMMENTS: I'm here on the things that they're planning to do, and I have to disagree with it. Because when President Clinton had the apology bill signed, the United States plainly stated that they did not claim the international lands of the native

Hawaiian or native kanaka.

And because of that -- all of this is international lands, because they're part of the Polynesian triangle. Hawaii is also part of the Polynesian triangle as part of the international lands of the kanaka maoli. It's a private estate. And because of this reason, the lands itself is riparian lands. And under riparian lands, it has riparian rights to the fish and the water and so forth.

And as far as the Wildlife people are concerned, I don't think that they are looking into the interests of the taro farmer that is in the valley. I'm a taro farmer, and I've been in business with the taro farmers. And as far as I'm concerned, they're saying if the taro farmer does something to the bird, then he will be evicted from his farm.

Now, I feel that the taro farmer was here before the bird sanctuary. And he is, to me, raising the staff of life for the native, whether he's Japanese, Filipino, Portuguese, or haole or whoever. I'm not prejudiced, so I don't feel that I should talk against anybody that way, but all as one group of people that are farming.

And to me, farming is more important than birds. As far as the birds are concerned, if they

weren't in the taro, it would be all grass, and there would be no birds over there, because the birds like to live in the taro patch. Because I'm in my taro patch and they're right alongside of me in Waimea Valley. So without the taro, without the farmer, you don't have the birds over there. The birds would be elsewhere.

One good example is in Huleia Valley. They had a farmer over there that was taking out from the place. He's Hawaiian Japanese. His name is Itamura. I went and visited his place, and I stayed over there. Only a small portion where he had the taro, only one bird came over there. stilt, and the rest was all with grass. fit for raise horses or cattle. so there weren't any birds.

And so if they plan to make Hanalei Valley into a swampland, I believe that they will, if they fight the taro farmer. Because I understand what the taro farmer is saying, that they plan to cut our acreage down from thirty acres to maybe ten acres or so. And I disagree with that. Because I have three sons. Only one plants taro. It's hard to find a taro farmer. I get plenty haole friends, but I know only two taro farmers, one in Hanapepe and one in Huleia.

If it seems that somebody wants to raise our food that the natives eat, fine, we'll accept it. no

matter what nationality he is. But then we would like to protect the farmer so that he is not run over by the Wildlife people. Because we feel that the Wildlife people probably would expand, expand, and pretty soon they don't care about the farmer. And the farmer will get less and less lands to farm.

As far as I'm concerned, my family migrated here from South America from 200 B.C. I have it in my genealogy records. And the person that migrated the first was Puni, P U N I. And he's grandfather from way back. And they had to survive, so they had to plant taro, whatever to survive. And I cannot see the taro being destroyed, with the industry being destroyed by anyone. Because if that would happen, then we probably would have to go to international court and claim the lands that rightfully belong to us from the United States.

Which we want the United States to come out clean and say they don't own the lands. It belongs to us. Which they're not saying. And it's controversial, because when I see what's happening in the war right now, they're putting the blame on everybody else, and they're not taking any blame. But with us, those same people that they are in war with have said, if you want us to return certain portion of the land, then give us

1 back, give the Hawaiians back the Hawaiian islands.
2 You see, actually we're not Hawaiians, we're
3 kanaka. The Westerners give us the name Hawaiians.
4 But we are kanaka people. It's written in our book.
5 And the book was written from 600 B.C., coming down the
6 years. And in 200 B.C. was the migration. And the
7 book verifies that we are kanaka by race. And so I
8 believe that I'm a kanaka. In the apology bill, it's
9 apologizing to the kanaka, not to the Hawaiians.

10 So I disagree that the United States as the
11 federal government have jurisdictional rights to come
12 here and do anything what they want to do on the land,
13 because the United States in the apology bill
14 specifically states that they do not have jurisdiction
15 over the Polynesian triangle, over the national lands.
16 Now, both the State and the United States don't have
17 jurisdiction over the Polynesian triangle. And
18 therefore these islands are part of the Polynesian
19 triangle, and so I feel that we should counsel about
20 them.

21 In other words, we should have a fair
22 hearing. I should have a fair hearing. Because I
23 claim ownership of the land. My documents all
24 documented in the Bureau of Conveyances as the legal
25 owner. It's in there. I've been in several meetings

7

1 with the State and the Land Use Commission, in the
2 Planning Commission. And they have acknowledged what
3 they said to me.

4 Therefore now the United States is trying to
5 step in and do what they want to do. I disagree,
6 because they claim to -- at Mana area, they took a
7 place over there for Wildlife. And then right now
8 they're trying to take 66,000 acres in Kokee area.
9 They're trying to take lands in there. And they're
10 trying to take more lands over here.

11 And I cannot see them taking lands in Hanalei
12 Valley. Because Hanalei Valley has some lands that has
13 specifically been set aside as 999 year leases for
14 natives to return to the land. And those leases have
15 not expired yet. It would probably interfere with
16 them.

17 It would probably interfere with the
18 life-style of the native that plants taro, or the
19 Japanese or the Filipinos or the haoles that are
20 planting taro, to supplement the taro industry so that
21 we have enough food for the taro eaters. Regardless if
22 we Westerners or natives, we still eat the same food.

23 And I feel that probably this should go into
24 a public hearing. And people should get, voice their
25 opinion on how they feel about it. Not the quiet

8

1 railroad thing that they just shove them in and say
2 what we want to do. I propose as the leader that I say
3 I am that we should have a public hearing, and let's
4 hear the voice of the people.

5 As far as the voice of the owner is
6 concerned, I disagree with what they are doing, and I
7 still would like to hear what these people are planning
8 to do across the table, one on one, with the court
9 reporter there recording so the legality of it is
10 happening. It's all recorded in the court reporter.
11 And any time you want that thing that is recorded, we
12 can always put in to get a copy of it.

13 3. ROBERT NESTI, Box 223432, Princeville HI 96722.

14 COMMENTS: My name is Robert Nesti. I am
15 very much in favor of the lookout. I feel it will be a
16 real asset to Princeville and to the people that come
17 here, the tourists and so on.

18 I get that feedback also from people that I
19 associate with as a director of the Princeville
20 Community Association. We have had a presentation to
21 our association members at meetings, and we continue to
22 poll them. The bottom line is that we hear nothing but
23 positive from people. No one that I know of has said
24 anything negative about it from Princeville.

25 It's a beautiful site. It will give us a

1 chance to see the ocean along with the bay. The chance
2 to have a safer spot. So overall, I think the beauty
3 of the project is a real asset, and I would hope that
4 it will be moved forward and become a reality for our
5 community.

6 4. MICHAEL TAYLOR, Box 223118, Princeville HI 96722.

7 COMMENTS: I'm a member of the board of
8 directors of the Princeville Community Association.
9 And we have had presentations two times now by the
10 group that has been going around presenting what the
11 new outlook plan is. Once they presented it at our
12 board of directors meeting, and the second time they
13 presented it was about a month ago at the annual
14 meeting of all the members of the Princeville Community
15 Association.

16 I have yet to hear a negative comment out of
17 the members of the PCA, out of the Community
18 Association. Everything I've heard has been positive
19 on it. I feel very positive towards having the new
20 outlook.

21 The current outlook is very dangerous. It's
22 crowded, it's small, and it's difficult to get in and
23 get out. And even when you get up there, you don't
24 have very much of a view. It's a fairly narrow view.
25 If you go over where the other outlook, where the

1 proposed outlook is going to be, you have a beautiful,
2 wide, expansive view up there where you can even see
3 the Hanalei Bay.

4 Now, I did hear, I think one of the
5 presenters said that they had had some objections from
6 the Hanalei community, from people in Hanalei that they
7 didn't want to see anything on the ridge lines. They
8 didn't want to have any building on the ridge lines.
9 And when you get down in the valley and you look up
10 along the ridge line, what you can see, what you will
11 see is you'll see tree line.

12 And if you do a decent job, even a halfway
13 decent job of landscaping there where you have some
14 tall trees that are up above the line of the roof, you
15 get down in the valley, you're not going to be able to
16 see that. You just won't do it. The only time you can
17 see it is if it were at night and you turn on lights in
18 there.

19 So I think it would be a benefit to the north
20 shore community. And we're so oriented towards tourism
21 here, it's one more beautiful place to see what Kauai
22 is all about with the new outlook that you just can't
23 get from the current outlook. So I'm very much in
24 favor of it. I hope that whoever makes the decision on
25 this decides to go ahead and facilitate that.

5. GARY BLAICH, Box 1434, Kilauea HI 96754.
COMMENTS: Regarding the concept of parking
lot with restrooms or just a parking lot, to me the
parking lot with restrooms seems like a viable
possibility.

Regarding the need to generate funds to pay
for maintenance of such an installation, one thing that
could be considered is facilitating one or several
commercial operators to do a Princeville to the end of
the road transportation service, jitney or small van
tour service that has been talked about for many years
on the north shore.

And possibly those vendors, in exchange for
being able to pick up visitors at a localized parking
designated area, could pay some fee that would help
maintain the parking lot and restroom facility. I
noticed they mentioned one of the reasons not to
consider just the restroom and parking lot is that
there's no income generated provision. But this might
be one.

6. FELICIA COMDEN, Box 493, Hanalei HI 96714.
COMMENTS: I basically am pretty happy with
the plans that you guys have proposed up there. I
think the one thing I don't think is a good idea is
putting a median on the existing overlook, because I

think that will create traffic problems far more than exist right now.

But I like how the design is, you know, suggested on the three acre piece. And I like that the buildings are recessed somewhat from the ridge line. If I can have my first choice, I think I would like it if they used that rock type of architecture rather than the concrete block architecture. I've seen a lot of things on the big island that are State that they do with the rock.

And I'd like to suggest that they consider Grasscrete in the parking lot. It's like cinder block and grass is really growing inside it. So it works as a parking lot, but it looks like a grass field. There's a shopping center in Hanalei that uses that and there's a handful of houses that use that for driveways. And they might have to really look to see if it would have too much traffic to support it.

But overall, I have good feelings about it. And I'm a business owner that I think could be adversely impacted, but I still think it's a really good thing. Where I would be adversely impacted is that people stop and go to the bathroom there instead of in my shopping center, but that's okay, you know. I think it's good for the community overall.

That's basically my commentary.

7. LARRY DILL, Box 223213, Princeville HI 96722.

COMMENTS: I support the proposed overlook and scenic stop. I believe it will be an improvement to the existing place because of the safer conditions it will provide.

It will provide also an educational experience somewhat similar to the Kilauea lighthouse. I'm hoping. It will be good for not only visitors, but also the island folks who live here and the school kids, especially the school kids. And also I like the idea that it will be a self-supporting facility and will actually create a few jobs here for local folks.

8. JAMES TORIO, Box 51, Anahola HI 96703.

Comments: Aloha. My name is James Torio. I'm a resident of Kauai, I'm a native Hawaiian. And I'm here today to put my support behind of this scenic project.

I think there's a change in society today. We need to look at projects like this that would be beneficial, that could have more to gain and less to impact. I think the idea of an open ambience in the area will provide much more of a tourist attraction. It will give the tourists more to see of Kauai. I believe that the visitor center will provide the

1 urge that funding proceed in a timely and appropriate
 2 manner. And I do encourage the partners along with the
 3 federal government to continue to encourage community
 4 participation in the planning process, and allow for
 5 something to be pono, which we Hawaiians call it's all
 6 good.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1 additional support for the surrounding area, provide
 2 the information necessary that will be beneficial.

3 I believe education will be much more
 4 broad-based, and tourists will be able to enjoy the
 5 understanding of the area which we call aapuaa. In
 6 aapuaa, we understand that cultural relevance in the
 7 area is generally shared amongst the people, those that
 8 have the history with them, or the history can be
 9 shared to the visitors. And the visitor center
 10 provides that open opportunity to share the cultural
 11 relevance of the region, share the historical value of
 12 the region, and it provides our visitors alike with the
 13 opportunity to interact with the community.

14 So if this project is to proceed, which I
 15 truly hope it will, I believe the planning consultants
 16 along with the partners have made this project open and
 17 available to the community at all points, and I believe
 18 that the community can choose to continue to be
 19 involved in the planning and discussion process to make
 20 this a remarkable opportunity for the region, and
 21 provide a catchment for interacting with the community
 22 alike, to visitors, through community that are impacted
 23 daily and the surrounding neighborhood.

24 So having said all of that, I strongly urge
 25 that full passage of this project move on. I strongly

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

C E R T I F I C A T E

STATE OF HAWAII)
COUNTY OF KAUAI)

I, Kathy Pearson, CSR, a Notary Public in and for the State of Hawaii, do hereby certify:

That on Wednesday, the 14th of November, 2001, commencing at 6:30 p.m., that the above comments were taken by me in machine shorthand and thereafter reduced to typewriting under my supervision; that the foregoing represents, to the best of my ability, a true and correct transcript of the proceedings had in the foregoing matter.

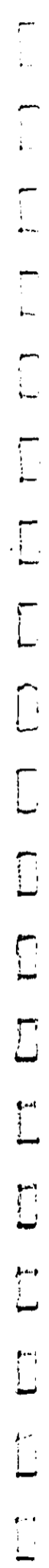
I further certify that I am not an attorney for any of the parties hereto, nor in any way interested in the outcome of the cause named in the caption.

DATED: Nov 16 2001

Kathy Pearson
Kathy Pearson, CSR No. 313
Notary Public, State of Hawaii

My commission expires:
July 12, 2002

THIS PAGE INTENTIONALLY LEFT BLANK.



APPENDIX B

Cooperating Agency Letters

Endangered Species Act (Section 7) Coordination Letters

**National Historic Preservation Act (Section 106)
Coordination Letters**

Farmland Protection Policy Act Coordination Letters



Hawaii Division
 Box 50206
 300 Ala Moana Boulevard, Room 3-306
 Honolulu, HI 96850



United States Department of the Interior
 FISH AND WILDLIFE SERVICE
 Hawaiian and Pacific Islands National Wildlife Refuge Complex
 Box 50167
 Honolulu, Hawaii 96850
 Phone: (808) 541-1201 Fax: (808) 541-1216

October 2, 2001

In Reply Refer To:
 HEC-HI

In reply refer to: JL

October 9, 2001

Mr. Jerry Leinecke, Project Leader
 U.S. Fish and Wildlife Service
 300 Ala Moana Blvd., Rm. 3-122
 Honolulu, HI 96850

Dear Mr. Leinecke:

Subject: Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
 Federal-aid Project No. FLH 056-1(45), County of Kauai, Hawaii
 Invitation to be a Cooperating Agency

The Federal Highway Administration (FHWA) in cooperation with the State of Hawaii Department of Transportation, Highways Division, is preparing an environmental assessment under the National Environmental Policy Act (NEPA) for the subject project. Since the U.S. Fish and Wildlife Service (Service) would obtain fee simple ownership of the project site and be responsible for the management of the scenic stop facility, we are requesting that the Service be a cooperating agency.

As a cooperating agency, we expect that you participate with us in the planning process and that you inform us if your needs are not being met. At the end of the environmental review process, the EA should satisfy your NEPA requirements.

We look forward to your response to this request and your role as a cooperating agency on this project. If you have any questions, please do not hesitate to call me at 808-541-2700 (ext. 305).

Sincerely yours,

Pat V. Phung
 Pat V. Phung, P.E.
 Transportation Engineer

Cc: Mr. Ramon Acob, HDOT, HWY-K
 Mr. Thomas Alexander, U.S. Fish and Wildlife Service
 → Mr. Jason Yazawa, Parsons Brinckerhoff

Mr. Pat V. Phung, P.E.
 Transportation Engineer
 U.S. Department of Transportation,
 Federal Highway Administration
 Hawaii Division
 Box 50206
 300 Ala Moana Boulevard, Room 3-306
 Honolulu, Hawaii 96850

Reference: Hanalei Valley/ Hanalei National Wildlife Refuge Scenic Stop
 Federal-aid Project No. FLH 056-1(45), County of Kauai, Hawaii

Dear Mr. Phung:

This is in response to your letter dated October 2, 2001. On behalf of the U.S. Fish and Wildlife Service (Service), we accept your request that the Service be a cooperating agency for the planning of the subject project. The Service agrees to participate in developing the environmental compliance that is required in order for the Service to acquire the property in fee and to manage it as part of the Hanalei National Wildlife Refuge in accordance with the laws, regulations, and policies of the National Wildlife Refuge System. The Service will be responsible for other permits and decisions that relate specifically to the addition of the land and facilities to the Refuge System.

Sincerely,

Jerry F. Leinecke
 Jerry F. Leinecke
 Project Leader



U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 HAWAII DIVISION
 Box 50206
 300 Ala Moana Boulevard, Room 3-306
 Honolulu, HI 96850
 August 29, 2000

Mr. Paul Henson
 Field Supervisor
 U.S. Fish and Wildlife Service
 Box 50088
 300 Ala Moana Boulevard, Room 3-122
 Honolulu, HI 96850

W 09/11/00
 HEC-HI

Dear Mr. Henson:

Subject: Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
 Kuhio Highway, Island of Kauai, Hawaii
 Project Coordination Under Section 7, Endangered Species Act
 Federal-Aid Project No. FLH-056-1(45)

The Federal Highway Administration (FHWA) is working with the State of Hawaii Department of Transportation and the U.S. Fish and Wildlife Service (Service) on this subject project. As you are aware, we are proposing to develop a new scenic stop overlooking Hanalei Valley and the Hanalei National Wildlife Refuge (NWR), which would replace the existing scenic stop. We are currently preparing environmental studies for this project, and would like to initiate coordination under Section 7 of the Endangered Species Act.

According to information posted on the Service's website, the Hanalei NWR is used as a habitat for endangered waterbirds, which include the Hawaiian duck (*Anas wyvilliana*), Hawaiian stilt (*Himantopus mexicanus*), Hawaiian coot (*Fulica alai*), and Hawaiian moorhen (*Gallinula chloropus*). In addition, the Service's website indicated that the endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*) may also live in the valley. We would like to know whether the Service has any concerns regarding potential impacts to the endangered waterbirds and the Hawaiian hoary bat so that we can avoid or mitigate any potential adverse effect.

In addition, we would like to know whether there are any other Federal Trust species that could potentially be affected by the project.

If you have questions, please do not hesitate to call me at (808) 541-2700, extension 305.

Sincerely yours,

Pat V. Phung
 Pat V. Phung, P.E.
 Transportation Engineer

By fax
 cc. Mr. Ramon Acob, HDOT, HWY-K
 /Mr. Clyde Shimizu, Parsons Brinckerhoff Quade & Douglas, Inc.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pacific Islands Ecoregion
300 Ala Moana Boulevard, Room 3-122
Box 50088
Honolulu, Hawaii 96850

RECEIVED
OCT 18 2000
HAWAII DIVISION

In reply refer to: CMH

Pat V. Phung, P.E.
Transportation Engineer
U.S. Department of Transportation
Federal Highway Administration
Hawaii Division
P.O. Box 50206
Honolulu, HI 96850

OCT 17 2000

Re: Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop, Kuhio Highway, Island of Kauai, Hawaii, Federal-Aid Project No. FLH-056-1(45)

Dear Mr. Phung:

The U.S. Fish and Wildlife Service (Service) has reviewed your request for coordination under Section 7 of the Endangered Species Act for the replacement of a scenic stop overlooking Hanalei Valley and the Hanalei National Wildlife Refuge. Your request was received in this office on August 30, 2000. The proposed project involves the replacement of the existing scenic stop. The scenic stop has been proposed to be incorporated into the refuge boundary and maintained by the refuge. Environmental studies are currently being prepared for this project.

Our review of information contained in our files, including maps prepared by the Hawaii Natural Heritage Program and the Service's National Wetlands Inventory Program, indicates the following federally endangered species are known to occur in the vicinity of the proposed project site: Hawaiian duck (*Anas wyvilliana*), Hawaiian coot (*Fulica alai*), Hawaiian moorhen (*Gallinula chloropus sandwicensis*), Hawaiian stilt (*Himantopus mexicanus knudseni*), Hawaiian goose (*Branta sandwicensis*), Hawaiian hoary bat (*Lasiurus cinereus semotus*), and the Hawaiian dark-rumped petrel (*Pterodroma phaeopygia sandwicensis*). The federally threatened Newell's shearwater (*Puffinus auricularis newelli*) also occurs seasonally in the vicinity of the proposed project site.

Replacement of the scenic stop on the bluffs overlooking the refuge is not expected to impact endangered Hawaiian waterbirds, Hawaiian hoary bats, or their habitats. Although construction of the scenic stop is not expected to affect nene or its habitat, there is a potential for nene to be attracted to the site if suitable foraging habitat is created. The Service recommends that landscaping for the project be designed to avoid attraction of nene to the site.

We are also concerned about potential project-related impacts to petrels and shearwaters if light poles and fixtures are constructed at the site. Circumstantial observations and experimental evidence have shown that artificial lighting can disorient seabirds when they are flying between inland nesting areas and offshore feeding grounds. This disorientation is caused by excessively bright outdoor lighting and can result in seabird collisions with man-made structures such as light poles and wires. Injured seabirds that "fall-out" due to such collisions are highly vulnerable to predation by dogs and cats.

The Service believes that project-related impacts to seabirds can be avoided or minimized. At a minimum, we recommend that any light poles erected at the project site be limited to a maximum height of 25 feet because lights of greater height are more likely to cause seabird fall-out. Whenever possible, all project lighting should be directed downward and be shaded to prevent light from escaping horizontally, and should be of as low wattage as possible. It would also help if the lighting is of muted colors instead of bright white. Enclosed with this letter is information on light attraction problems. We suggest you contact the Hawaii Division of Forestry and Wildlife office on Kauai for additional information [phone: (808) 274-3453].

The Service recommends that the environmental studies for the overlook address potential project-related impacts to Hawaiian dark-rumped petrels and Newell's shearwaters. The studies should also describe the measures by which such impacts will be avoided or minimized. We encourage early review of projects and appreciate the opportunity to provide comments on the proposed project. If you have questions regarding these comments, please contact Fish and Wildlife Biologist Colleen Henson of my staff by phone at (808) 541-3441.

Sincerely,

Paul Henson
Field Supervisor
Ecological Services

Enclosure

cc: Tom Alexander, Kilauea Point NWR
Tom Telfer, Kauai DOFAW

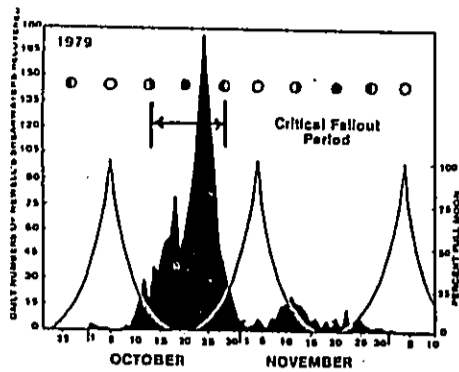


Figure 4. Relationship of shearwater "fallout" to the moon phases. The critical period of fallout occurs during the week before and after the new moon (darkest nights). Dowsing lights that are not absolutely necessary during that period could substantially reduce the annual shearwater fallout problem.

What To Do If Shearwaters Fall In Your Area

1. Collect birds as soon as possible to avoid losses to dogs and cats. They are generally docile birds and are easily handled. Take them to the nearest "shearwater aid station" located at county fire stations and at a few private business locations around the island. If birds must be held overnight, keep them in ventilated cardboard box with a secure lid.
2. Do not release birds by tossing them into the air. They may have unseen internal injuries and could become more badly injured.

INTRODUCTION:

The future of a native Hawaiian seabird, the Newell's Shearwater, is threatened by the growth of new urban developments. Every year on Kauai, nearly 1,500 Newell's Shearwaters are attracted to bright urban lights, fly into unseen objects and fall stunned to the ground. Fortunately, 90% of them are recovered and successfully returned to the wild through the "SOS" (save our shearwater) program which involves the cooperation of the general public.

This brochure is designed to describe the bird, its problems with lights and specifically what architects, planners, resort managers and the general public can do to reduce or avoid the light attraction problem.

THE BIRD

The Newell's Shearwater once nested on all of the major Hawaiian Islands, but the mongoose, introduced to Hawaii, Maui, Molokai and Oahu in the late 1800's is believed to have caused the extinction of shearwaters on those islands. Kauai is the last stronghold for this unique native Hawaiian seabird.

Newell's Shearwaters nest during the spring and summer months in the interior mountains of Kauai. They dig a long burrow in the ground beneath dense vegetation and lay a single egg each year. The eggs hatch during July and August, and the nestlings are reared within the burrow. The adult birds abandon the nestlings a week or two before they are old enough to fly. The nestlings become hungry, and leave the nesting grounds by themselves shortly after nightfall. They head for the open ocean, and must depend upon their instincts to find food. They do not return to their nest, but fly south towards the equator where they will remain all winter on the open seas until the following spring.

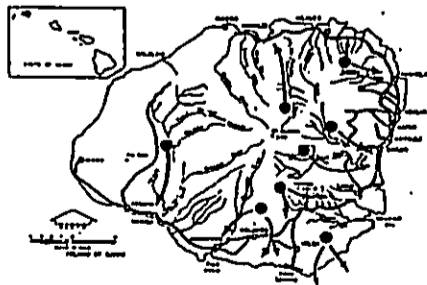


Figure 1. Map showing known nesting areas of the Newell's

TECHNICAL ASSISTANCE IS AVAILABLE
FOR ADDITIONAL INFORMATION, CONTACT:

State of Hawaii
Department of Land and Natural Resources
Division of Forestry and Wildlife
P.O. Box 1671
Lihua, Hawaii 96766
245-4433

U.S. Dept. of the Interior
Fish and Wildlife Service
P.O. Box 87
Kilauea, Hawaii 96754
826-1413

The Nature Conservancy
of Hawaii
1025 Nuuanu Avenue, Suite 201
Honolulu, Hawaii 96813
537-4508



DEPARTMENT OF
LAND AND NATURAL RESOURCES

RECEIVED

OCT 18 2000

HAWAII

THE THREATS:

PREDATORS: Dogs, cats, rats and feral pigs are known to kill some shearwaters and their young on the nesting grounds each year. The accidental establishment of a new predator to Kauai such as the mongoose, could cause the rapid extinction of this bird. Mongoose sightings on Kauai should be reported to wildlife officials promptly.

LIGHT ATTRACTION: Young shearwaters leaving their nests for the first time, do so only after dark. They are inexperienced and have a natural attraction to bright lights. Flying near urban areas, they become temporarily blinded by the lights and fly into unseen objects such as utility wires, trees, buildings and automobiles. Oftentimes they are just confused and exhausted. Most often they are only stunned and fall to the ground, but about 10 percent of them die each year. The problem is growing because of the increased number of urban lights associated with new resort and residential developments. The greatest "fallout" problem occurs near coastal towns, particularly near river mouths.

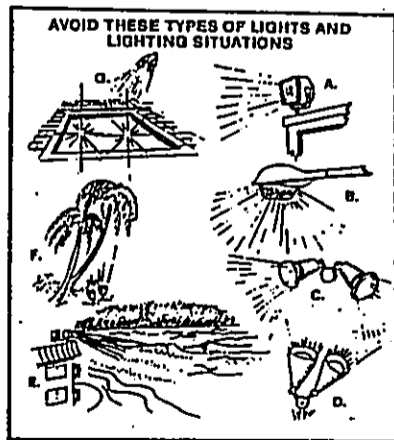


Figure 2. Avoid these types of lights: A. Unshielded high-intensity floodlights on tall structures. B. Shield lights without shields. C. Unshielded spotlights. D. Spotlights aimed upwards. Avoid using these types of lighting situations during peak fallout periods (new moon) during October and November. E. Floodlights on roof. F. Spotlights aimed up at vegetation. G. Spotlights



**THE NEWELL'S
SHEARWATER
LIGHT ATTRACTION
PROBLEM**

A GUIDE FOR ARCHITECTS,
PLANNERS, AND RESORT MANAGERS

WHAT CAN WE DO TO HELP?

Architects and Planners

- Be aware of the light attraction problem during the planning stages of new development.
- Make every effort to avoid lighting situations where light glare projects upwards or laterally (see figure 2). Avoid large high-intensity floodlights located on building tops or poles whenever possible.
- Use shielded lights, cut-off luminaires, or indirect lighting whenever possible. (See figure 3).
- Avoid locating bright lights near utility wires or other objects that could be difficult for birds to see at night.

Hotel, Resort and Condominium Managers

- When converting to new exterior light fixtures, consider installing shielded lights, cut-off luminaires or indirect lighting.
- Consider installing shields on exterior lights that are known to attract shearwaters. Some light manufacturers offer readily made shields. In some cases inexpensive slinkis can be fabricated.
- Avoid using unnecessary lighting during the critical shearwater fallout period: (October and November each year). Note: The heaviest fallout occurs on and around the new moon, generally for only 10 to 12 days. (See figure 4). Dowsing unnecessary floodlights that light up the surf or shine upward upon buildings or trees for that short period, could significantly reduce shearwater fall-out.



Figure 3. Use these types of lights whenever possible 1. Shielded floodlights. 2. Shielded streetlights. 3. Cut off luminaire streetlights. 4. Shielded outdoor lights aimed downwards. 5. Indirect



Hawaii Division
Box 50206
300 Ala Moana Boulevard, Room 3-306
Honolulu, HI 96850

July 5, 2001

In Reply Refer To:
HEC-HI

Mr. Paul Henson
Field Supervisor
U.S. Fish and Wildlife Service
Box 50088
300 Ala Moana Boulevard, Room 3-122
Honolulu, HI 96850

Dear Mr. Henson:

Subject: Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Project Coordination Under Section 7, Endangered Species Act
Federal-Aid Project No. FLH-056-1(45)

In a letter dated August 29, 2000, we informed you that we are working with the State of Hawaii Department of Transportation and the U.S. Fish and Wildlife Service (Service) to develop a new scenic stop overlooking Hanalei Valley and the Hanalei National Wildlife Refuge (NWR). The scenic stop would be about three acres in size and include a parking lot, a visitor-cultural center and an overlook, and would be made part of the nearby Hanalei NWR.

In a letter dated October 17, 2000 (ref. CMH), the Service stated that the following federally endangered species are known to occur in the vicinity of the project site (see enclosed project location map): Hawaiian duck (*Anas wyvilliana*), Hawaiian stilt (*Himantopus mexicanus*), Hawaiian coot (*Fulica alai*), Hawaiian murrelet (*Gallinula chloropus*), Hawaiian Goose or nene (*Branta sandwicensis*), Hawaiian Hoary Bat (*Lasiurus cinereus semotus*), and Hawaiian dark-rumped petrel (*Pterodroma phaeopygia sandwicensis*). The Service also stated that the federally threatened Newell's Shearwater (*Puffinus auricularis newelli*) also occurs seasonally in the vicinity of the project site.

The Federal Highway Administration (FHWA) believes that the species listed in the October 17, 2000, letter would not likely be adversely affected by the proposed project. The rationale for this determination is described below.

The primary habitat for endangered waterbirds in the vicinity of the project site is the wetlands of the Hanalei NWR. The refuge is also the habitat for the Hawaiian Hoary Bat. The project site is

on a bluff overlooking the valley. The Service stated in the October 17, 2000, letter that the proposed project would not likely adversely affect Hawaiian waterbirds and the Hawaiian Hoary Bat or their habitats.

The Service also stated that they do not expect the project to affect nene or their habitat. However, the Service was concerned that nene might be attracted to the site if suitable foraging habitat is created by the project, and recommended that the project's landscaping use vegetation that would not attract nene. According to the Service website, nene feed on native plants and berries, such as ohelo, kukaenene, pukiawe, and ulei. These plants will not be used and the Service will be consulted during project design to ensure that other plant species favored by nene are also not used in the project landscaping.

The Service expressed concern about lighting from the scenic stop affecting the migrating Hawaiian dark-rumped petrel and Newell's Shearwater. The proposed scenic stop will be closed at night and secured by a locked gate. Therefore, the parking lot and entrance along Kubio Highway will not require lighting. Although lighting will be provided at the visitor-cultural center and maintenance shed for security purposes, the lighting fixtures will be directed downward and the intensity or illumination of the lighting will only be what is necessary for security. In addition, the use of muted colors instead of white lighting will be explored during design as recommended by the Service.

Enclosed is the project's botanical survey report prepared by Char & Associates for your records. As indicated in the report, there are no threatened or endangered plants or species of concern on the project site.

Based on the information herein provided, we request that the Service provide written concurrence with the FHWA finding that the proposed project will not likely adversely affect the Federal Trust species listed in the Service's October 17, 2000, letter. Since it has been almost nine months since the last correspondence, please let us know if there are other Federal Trust species that may occur in the project area.

If you have questions or require additional information, please do not hesitate to call me at (808) 541-2700, extension 305.

Sincerely yours,

Pat V. Phung
Pat V. Phung, P.E.
Transportation Engineer

Enclosure

cc (w/o enc): Ramon Acob, State of Hawaii, Department of Transportation
Tom Alexander, U.S. Fish and Wildlife Service
Jason Yazawa, Parsons Brinckerhoff Quade & Douglas, Inc.




Memorandum

Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Site Visit with Ms. Nancy McMahon, SHPD Kauai Archaeologist
July 23, 2001
Page 2

submitting a Section 106 effect determination letter to the State Historic Preservation Officer, which will include copies of the inventory survey report. Ms. McMahon would be provided with an advanced copy.

Distributions: Site visit participants
Pat Phung, FHWA
Ramon Acob, SDOT

To: File
From: Jason Yazawa 
Date: July 25, 2001
Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Site Visit with Nancy McMahon, Kauai Archaeologist, State Historic
Preservation Division on July 23, 2001
In Attendance: Clyde Shimizu, PB
Jason Yazawa, PB
Nancy McMahon, SHPD

Mr. Clyde Shimizu and Mr. Jason Yazawa provided a short briefing to Ms. Nancy McMahon, the Kauai Archaeologist with the State Historic Preservation Division. Mr. Yazawa explained that a inventory survey report was prepared for the project. The survey did not find any historic, archaeological or cultural resources on the project site, and concluded that the chances of uncovering subsurface resources were very small. The report included research of past studies conducted in the general vicinity of the project site. It identified Pooku Heiau to the east of the project site and two agricultural sites discovered by Cleghorn along the valley walls and floor.

Mr. Yazawa explained that the report concluded that the project would not affect Pooku Heiau because the scenic stop would have its own entrance along Kuhio Highway and would not use Kapaka Road and the existing dirt road that passes by the heiau. Also, the report indicated that the heiau is oriented toward the valley, away from the scenic stop site. Ms. McMahon stated two other heiau were discovered, one in the valley and the other on the opposite ridge, and noted that all three heiau may be related since it appears they have a visual connection. Ms. McMahon agreed that the project would not affect Pooku Heiau.

Ms. McMahon stated that Hanalei Valley is listed on the National Register of Historic Places. She noted that although the rice mill was almost completed restored, it is still considered an historic property. Ms. McMahon also spoke about the controversy surrounding the U.S. Fish and Wildlife Service's maintenance building that was constructed near the rice mill. Since the overlooks would be of modest construction possibly involving at most lava rock walls for safety, Ms. McMahon does not believe the project would adversely affect the valley as an historic property.

Mr. Yazawa explained that since the Federal Highway Administration (FHWA) and the U.S. Fish and Wildlife Service are involved with the project, compliance with Section 106 of the National Historic Preservation Act is required. The FHWA will soon be



Hawaii Division
Box 50208
300 Ala Moana Boulevard, Room 3-106
Honolulu, HI 96850

August 31, 2001

In Reply Refer To:
HEC-11

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

Attention: Mr. Ross Cordy

Dear Mr. Hibbard:

Subject: Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Island of Kauai, Hawaii
Identification of Historic Properties in Accordance with Section 106 of the National
Historic Preservation Act

The purpose of this letter is to document the identification of historic properties in the subject project's Area of Potential Effect (APE) in accordance with Section 106 of the National Historic Preservation Act.

Project Description

The project involves a public/private partnership amongst the Federal Highway Administration (FHWA), the U.S. Fish and Wildlife Service (USFWS), the State of Hawaii Department of Transportation (HDOT), and Princeville Corporation. The project proposes to develop a new scenic stop overlooking Hanalei Valley and Hanalei National Wildlife Refuge (NWR) (see enclosed project location map). The project site is currently owned by Princeville Corporation, which would donate the property to the USFWS, and would be made part of the NWR. The USFWS would own and manage the facility.

The land donation would be about six acres, but half of this amount would not be affected by construction or landscaping because it is either remnant property or steep valley slopes. These areas would be included with the donation so that the proposed scenic stop is contiguous with the NWR property. The new scenic stop would be approximately three acres in size and would include a parking lot, overlooks, and a visitor-cultural-education center with interpretive displays, restrooms, and a bookstore. A conceptual layout of the proposed scenic stop is enclosed. It should be noted that we are still in the planning phase of the project. Therefore, the actual design of the facility may be different than what is shown in the layout.

Archaeological Inventory Survey Report

To assist the project in identifying historic properties, the project sponsored the preparation of an archaeological inventory survey report by Cultural Surveys Hawaii, Inc. (CSH). The report included a review of past archaeological studies conducted for other projects in the general vicinity of the proposed site and the results of fieldwork of the project site. We respectfully ask that the State Historic Preservation Division (SHPD) review the enclosed inventory survey report. If the report is acceptable, please provide us with a written notice of acceptance.

We will also be submitting the inventory survey report to the State of Hawaii Offices of Hawaiian Affairs (OHA), the Historic Hawaii Foundation, the Kauai Historic Preservation Review Commission (KHPRC), and the Kauai Historical Society for comments. If there are others that you feel should be consulted, please let us know. We will forward to you any comments we may receive from these organizations.

Consultation and Public Involvement Activities Conducted to Date

To assist you in reviewing the inventory survey report, we would like to provide a summary of the consultation and public involvement activities of the project.

During pre-consultation for the project's environmental review process in August of last year, the SHPD asked in a letter dated August 22, 2000 (see enclosure) that the new scenic stop not visually intrude upon the culturally significant Hanalei Valley landscape. OHA, the Department of Hawaiian Home Lands (DHHL), and the KHPRC were also contacted during pre-consultation. Although OHA asked that the project's environmental assessment (EA) include discussion of potential impacts to historic and cultural resources, it did not identify such resources in the project area. The KHPRC asked that impact analyses of the EA include Pooku Heiau and the visual impacts to and from Hanalei NWR (see enclosure). The DHHL did not respond to the pre-consultation request.

Other consultation activities included two public informational meetings in Hanalei and a series of small group meetings. The public informational meetings were held on August 29 and November 2, 2000. The first meeting was used for pre-consultation and the public was specifically asked about any archaeological, historic, and cultural issues regarding the project site. The only issue mentioned was the concern about potential impacts to Pooku Heiau. Two date, 20 small group meetings have been held with neighborhood groups; civic, trade, and business organizations; public agencies; and elected officials. The small group meetings did not produce any comments about historic properties.

Finally on July 23, 2001, our project consultants met with Ms. Nancy McMahon of your staff at the project site. A summary of this meeting, which was reviewed by Ms. McMahon, is enclosed with this letter.

Historic Properties in the Area of Potential Effect

According to CSH's field survey, no signs of pre-contact or historic land alterations were found in the area that would be affected by construction or landscaping. In addition, CSH determined

that the potential for uncovering subsurface archaeological deposits during construction as being very low. Therefore, it appears that there are no historic properties within the area directly affected by the project. However, the FHWA acknowledges, based on our consultation activities, that the following historic properties in the general vicinity of the project site could be within the APE:

- Pooku Heiau (State Site 50-30-03-139) located approximately 1,500 feet to the east of the project site, and
- Hanalei National Wildlife Refuge Historic and Archaeological District, which contains several archaeological resources of which State Sites 50-30-03-1015 and 1016 are nearest to the project site.

Other historic properties in the general vicinity of the project site include the Haraguchi Rice Mill (State Site 50-30-03-9385) and Hanalei Bridge (State Site 50-30-03-736). The FHWA finds that these properties are not within the APE because the proposed project will not affect the characteristics of these properties that make them historically significant.

We respectfully ask that the SHPD review our identification of historic properties in the APE. Also, please let us know if we have overlooked any historic property(ies) that should be included in the APE.

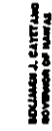
If you have any questions or require additional information, please do not hesitate to call me at 541-2700 (extension 305).

Sincerely yours,

Pat V. Phung
Pat V. Phung, P.E.
Transportation Engineer

- Encs: Project location map
 Conceptual layout: Scheme 3 of the Hanalei Valley/NWR Scenic Stop
 Archaeological Inventory Survey of an Approximately 5-Acre Parcel of the Proposed
 Hanalei Valley Scenic Stop, Kuliho Highway, Hanalei Ahupuaa, Hanalei District,
 Kauai (TMK 5-3-01-16), November 2000 (two copies)
 Letter from SHPD to Mr. Clyde Shimizu, Parsons Brinckerhoff Quade & Douglas, Inc.
 (PBQD), dated August 22, 2000
 Memorandum from KHPRC to Mr. Clyde Shimizu, PBQD, dated October 10, 2000
 Summary of meeting with Ms. Nancy McMahon on July 23, 2001, dated July 25, 2001
 Letter from OHA to Mr. Clyde Shimizu, PBQD, dated August 15, 2000

cc w/o encs: Ramon Acob, HDOT
Tom Alexander, USFWS
Jason Yazawa, PBQD



SEP 20 2001
PERMITTING DIVISION

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kalahele Building, Room 468
801 Kamehameha Boulevard
Honolulu, Hawaii 96813

September 11, 2001

Mr. Pat V. Phung, P.E., Transportation Engineer
Federal Highway Administration
U.S. Department of Transportation
300 Ala Moana Blvd., Room 3-306
Honolulu, Hawaii 96850

Dear Mr. Phung:

**SUBJECT: Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
Hanalei Ahupuaa, Halele's District, Kauai
TMK: 1-7-05: par.1**

This reviews your August 31, 2001, submitting Section 106 (National Historic Preservation Act) compliance information to our office on this project. Your project calls for construction of a scenic stop overlooking Hanalei valley, with a visitor-cultural-education center with interpretive displays. This seems to be an excellent project in concept, which could greatly enhance the interpretation of the past history of Hanalei for local residents and visitors alike. We just finished an update on this project in a letter to Mr. Jason Yazawa of Parsons Brinckerhoff (Log: 28033; Doc: 0108NH17), so this will be a similar letter.

We have reviewed the archaeological inventory survey report for this project (Hammatt et al. 2000. Archaeological Inventory Survey of an Approximately 5 Acre Parcel of the Proposed Hanalei Valley Scenic Stop ... Cultural Surveys Hawaii ms.) and found it to acceptably evaluate the presence of historic properties in the Area of Potential Impact. The survey found no historic sites within the project area. A pre-European/early 1800s agricultural complex (1015) is below part of the project area, down a steep slope. Pooku heiau is well away from the project area.

We have a few comments on potential impacts of the project, although you may not yet be at this point in the compliance process:

1. We agree that the project will have no direct impact on significant historic sites, if efforts are taken to avoid bulldozer bush or run-off erosion of soil down the steep slope - avoiding impacts to site 1015.
2. It will be important to avoid adverse visual impacts from the project on the Hanalei landscape. So care should be taken to locate the visitor's center and restrooms back from the edge of the lookout, which seems to be the case in your schematic plan which you submitted. The color of fencing and building roofs could reduce impacts too.
3. Since the scenic stop will contain interpretive material related to significant historic sites, we are concerned with the accuracy of the interpretation. Thus, our office would like to have an

DEPARTMENT OF LAND AND NATURAL RESOURCES
COMMISSIONER OF LAND AND NATURAL RESOURCES
COMMISSIONER OF WATER RESOURCES
COMMISSIONER OF CONSERVATION AND RECREATION

SEP 11 2001
PP

ADJUTANT GENERAL
STATE OF HAWAII

AQUATIC RESOURCES
WATER AND OCEAN REGULATION
COMMISSION ON WATER RESOURCES
MANAGEMENT
CONSERVATION AND RECREATION
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE OF HAWAII

LOG NO: 281160
DOC NO: 0109RC05

BERNARD J. SATYALAO
GOVERNOR OF HAWAII



GILBERT E. COLON-AGARAN, CHAIRPERSON
COMMISSION ON NATURAL RESOURCES MANAGEMENT

DOPTUNE
JANET L. KAWILO
LAWAII, HAWAII

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
HISTORIC PRESERVATION DIVISION
Kaluhewa Building, Room 555
801 Kamehameha Boulevard
Kapohali, Hawaii 96707

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

LOG NO: 28033 ✓
DOC NO: 0108NM17

September 11, 2001

Mr. Jason Yazawa
Parsons Brinckerhoff
Pacific Tower Suite 3000
1001 Bishop St.
Honolulu, Hawaii 96813

Dear Mr. Yazawa:

SUBJECT: Historic Preservation Review - Archaeological Inventory Survey Report
of the Proposed Hanalei Valley Scenic Stop, Kuuho Highway
Hanalei Ahupua'a, Haleiwa District, Kauai
TMK: 1-7-05, par.1

This letter reviews this report (Hammett et al. 2000. Archaeological Inventory Survey of an
Approximately 5 Acre Parcel of the Proposed Hanalei Valley Scenic Stop ... Cultural Surveys
Hawaii ms.).

The background research, settlement pattern information and previous archaeology have been
well synthesized, indicating it was unlikely that historic sites would be present. The survey
seems to have acceptably covered the project area, finding no historic sites. A pre-
European/early 1800s agricultural complex (1015) is below part of the project area, down a
steep slope. The report is acceptable.

We agree that the project will have no direct impact on significant historic sites, if efforts are
taken to avoid bulldozer bush or run-off erosion of soil down the steep slope.

However, we have just received a package of material on this scenic stop from Federal
Highways, which indicates that the scenic stop will contain interpretive material related to
significant historic sites. If inaccurate information is presented to the public, then such
interpretation could have an "adverse effect" on significant historic sites in our opinion. Thus,
our office needs to have an opportunity to comment on any interpretive material (sign text,
brochures, etc.) to ensure that current scientific information (from archaeological, oral
historical, and historical sources) will be accurately presented to the public and that there will
be "no effect" on significant historic sites.

opportunity to comment on any interpretive material (sign text, brochures, etc.) to ensure
that current scientific information (from archaeological, oral historical, and historical sources)
will be accurately presented to the public and that there will be "no effect" on significant
historic sites.

If you have any further questions, please contact Nancy McMahon, our Kauai Archaeologist at
742-7033.

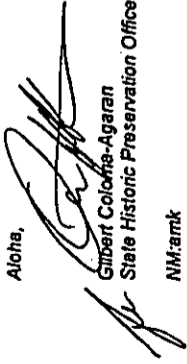
Aloha,

Gilbert Colon-Agaran
State Historic Preservation Officer
RC:amk

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

If you have any further questions, please contact Nancy McMahon of our office at 742-7033.

Aloha,



Gilbert Coloma-Agaran
State Historic Preservation Officer

NM:amk

c. CSH
Dee Crowell, County of Kauai

THIS PAGE INTENTIONALLY LEFT BLANK.



Pacific Tower, Suite 3000
1001 Bishop Street
Honolulu, HI 96813
808-537-7094
Fax: 808-528-2268

Parsons
Brinckerhoff

September 10, 2001

Mr. Clyde Namu'o, Administrator
State of Hawaii Office of Hawaiian Affairs
711 Kapiolani Blvd., Suite 500
Honolulu, Hawaii 96813

Subject: Proposed Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
County of Kauai, Hawaii
Section 106 of the National Historic Preservation Act

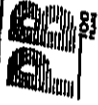
Dear Mr. Namu'o:

Parsons Brinckerhoff is a consultant for the State of Hawaii Department of Transportation, who along with the Federal Highway Administration (FHWA) and the U.S. Fish and Wildlife Service (USFWS), is proposing to construct a new scenic stop overlooking Hanalei Valley and the Hanalei National Wildlife Refuge (NWR). Princeville Resort currently owns the proposed site and will donate the property to the USFWS to be made part of the Hanalei NWR. A project location map and a conceptual layout of the proposed stop is enclosed. It should be noted that we are still in the planning phase of the project. Therefore, the actual design of the facility may be different than what is shown in the layout.

The Office of Hawaiian Affairs (OHA) was contacted in August of last year during pre-consultation for the upcoming Draft Environmental Assessment (EA). The Draft EA is scheduled to be publicly released in October. We appreciate your comments in the OHA response letter dated August 15, 2000 (ref. PC# 141).

Since the project involves federal agencies, compliance with Section 106 of the National Historic Preservation Act is required. To help FHWA and USFWS identify historic properties in the Area of Potential Effect (APE), the project sponsored the preparation of an archaeological inventory survey report by Cultural Surveys Hawaii, Inc. (CSH). The report included a review of past archaeological studies conducted for other projects in the general vicinity of the proposed site and the results of fieldwork of the project site. A copy of this report is enclosed for your review.

According to CSH's field survey, no signs of pre-contact or historic land alterations were found in the area that would be affected by construction or landscaping. In addition, CSH determined that the potential for uncovering subsurface archaeological deposits during construction as being very low. Therefore, it appears that there are no historic properties within the area directly affected by the project. However, based on consultation activities, which included your previous comments, the FHWA determined that the following historic properties in the general vicinity of the project site could be within the APE:



Mr. Clyde Namu'o
Office of Hawaiian Affairs
Page 2

- Pooku Heiau (State Site 50-30-03-139) located approximately 1500 feet to the east of the project site; and
- Hanalei National Wildlife Refuge Historic and Archaeological District, which contains several archaeological resources of which State Sites 50-30-03-1015 and 1016 are nearest to the project site.

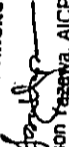
Other historic properties in the general vicinity of the project site include the Haraguchi Rice Mill (State Site 50-30-03-9385) and Hanalei Bridge (State Site 50-30-03-736). None of these properties were determined to be within the APE because the proposed project will not affect the characteristics of these properties that make them historically significant.

If you have knowledge of other historic properties that could be affected by the project, and/or have comments on the enclosed inventory survey report, we would very much appreciate your input. Please submit any comments you may have by October 15, 2001.

If you have any questions, please do not hesitate to call me at 566-2235.

Sincerely yours,

Parsons Brinckerhoff Quade & Douglas, Inc.


Jason Pasawa, AICP

Enclosures: Project location map.

Conceptual layout of the Proposed Hanalei Valley and Hanalei NWR Scenic Stop.
Archaeological Inventory Survey of an Approximately 5 Acre Parcel of the
Proposed Hanalei Valley Scenic Stop, Kuhio Highway, Hanalei Ahupuaa, Hanalei
District, Kauai (TMK 5-3-01-16), November 2000.

cc: Mr. Pat Phung, Federal Highway Administration
Mr. Ramon Acob, State of Hawaii Department of Transportation
Mr. Tom Alexander, U.S. Fish and Wildlife Service

Over a Century of
Engineering Excellence

Over a Century of
Engineering Excellence

1001 BISHOP STREET, SUITE 3000, HONOLULU, HAWAII 96813



Pacific Tower, Suite 3000
1001 Bishop Street
Honolulu, HI 96813
808-531-7054
Fax 808-578-2089

Parsons
Brinckerhoff

Mr. Rick Tsuchiya
Kauai Historic Preservation Review Commission
Page 2



September 10, 2001

Mr. Rick Tsuchiya
Kauai Historic Preservation Review Commission
4444 Rice Street, Suite 473
Lihue, Hawaii 96766

Subject: Proposed Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
County of Kauai, Hawaii
Section 106 of the National Historic Preservation Act

Dear Mr. Tsuchiya:

Parsons Brinckerhoff is a consultant for the State of Hawaii Department of Transportation, who along with the Federal Highway Administration (FHWA) and the U.S. Fish and Wildlife Service (USFWS), is proposing to construct a new scenic stop overlooking Hanalei Valley and the Hanalei National Wildlife Refuge (NWR). Princeville Resort currently owns the proposed site, and will donate the property to the USFWS to be made part of the Hanalei NWR. A project location map and a conceptual layout of the proposed stop is enclosed. It should be noted that we are still in the planning phase of the project. Therefore, the actual design of the facility may be different than what is shown in the layout.

The Kauai Historic Preservation Review Commission (KHPRC) was contacted in August of last year during pre-consultation for the upcoming Draft Environmental Assessment (EA). The Draft EA is scheduled to be publicly released in October. We appreciate your comments in a letter dated October 10, 2000.

Since the project involves federal agencies, compliance with Section 106 of the National Historic Preservation Act is required. To help FHWA and USFWS identify historic properties in the Area of Potential Effect (APE), the project sponsored the preparation of an archaeological inventory survey report by Cultural Surveys Hawaii, Inc. (CSH). The report included a review of past archaeological studies conducted for other projects in the general vicinity of the proposed site and the results of fieldwork of the project site. A copy of this report is enclosed for your review.

According to CSH's field survey, no signs of pre-contact or historic land alterations were found in the area that would be affected by construction or landscaping. In addition, CSH determined that the potential for uncovering subsurface archaeological deposits during construction as being very low. Therefore, it appears that there are no historic properties within the area directly affected by the project. However, based on consultation activities, which included your previous comments, the FHWA determined that that the following historic properties in the general vicinity of the project site could be within the APE:

- Pooku Heiau (State Site 50-30-03-139) located approximately 1500 feet to the east of the project site; and
- Hanalei National Wildlife Refuge Historic and Archaeological District, which contains several archaeological resources of which State Sites 50-30-03-1015 and 1016 are nearest to the project site.

Other historic properties in the general vicinity of the project site include the Haraguchi Rice Mill (State Site 50-30-03-9385) and Hanalei Bridge (State Site 50-30-03-736). None of these properties were determined to be within the APE because the proposed project will not affect the characteristics of these properties that make them historically significant.

If you have knowledge of other historic properties that could be affected by the project, and/or have comments on the enclosed inventory survey report, we would very much appreciate your input. Please submit any comments you may have by October 15, 2001.

If you have any questions, please do not hesitate to call me at 566-2235.

Sincerely yours,

Parsons Brinckerhoff Quade & Douglas, Inc.


Jason Yazawa, AICP

Enclosures: Project location map.
Conceptual layout of the Proposed Hanalei Valley and Hanalei NWR Scenic Stop.
Archaeological Inventory Survey of an Approximately 5 Acre Parcel of the Proposed Hanalei Valley Scenic Stop, Kuliho Highway, Hanalei Ahupuaa, Hanalei District, Kauai (TMK 5-3-01-16), November 2000.

cc. Mr. Pat Phung, Federal Highway Administration
Mr. Ramon Acob, State of Hawaii Department of Transportation
Mr. Tom Alexander, U.S. Fish and Wildlife Service

Over a Century of
Engineering Excellence

Over a Century of
Engineering Excellence



Parsons
Brinckerhoff
Pacific Tower, Suite 3000
1001 Bishop Street
Honolulu, HI 96813
800-531-7054
Fax 808-528-2068



Mr. David Scott
Historic Hawaii Foundation
Page 2

September 10, 2001

Mr. David Scott
Historic Hawaii Foundation
680 Iwilei Road, Suite 690
Honolulu, Hawaii 96817

Subject: Proposed Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
County of Kauai, Hawaii
Section 106 of the National Historic Preservation Act

Dear Mr. Scott:

Parsons Brinckerhoff is a consultant for the State of Hawaii Department of Transportation, who along with the Federal Highway Administration (FHWA) and the U.S. Fish and Wildlife Service (USFWS), is proposing to construct a new scenic stop overlooking Hanalei Valley and the Hanalei National Wildlife Refuge (NWR). Princeville Resort currently owns the proposed site, and will donate the property to the USFWS to be made part of the Hanalei NWR. A project location map and a conceptual layout of the proposed stop is enclosed. It should be noted that we are still in the planning phase of the project. Therefore, the actual design of the facility may be different than what is shown in the layout.

Since the project involves federal agencies, compliance with Section 106 of the National Historic Preservation Act is required. To help FHWA and USFWS identify historic properties in the Area of Potential Effect (APE), the project sponsored the preparation of an archaeological inventory survey report by Cultural Surveys Hawaii, Inc. (CSH). The report included a review of past archaeological studies conducted for other projects in the general vicinity of the proposed site and the results of fieldwork of the project site. A copy of this report is enclosed for your review.

According to CSH's field survey, no signs of pre-contact or historic land alterations were found in the area that would be affected by construction or landscaping. In addition, CSH determined that the potential for uncovering subsurface archaeological deposits during construction as being very low. Therefore, it appears that there are no historic properties within the area directly affected by the project. However, based on consultation activities, the FHWA determined that the following historic properties in the general vicinity of the project site could be within the APE:

- Pooku Heiau (State Site 50-30-03-139) located approximately 1500 feet to the east of the project site; and
- Hanalei National Wildlife Refuge Historic and Archaeological District, which contains several archaeological resources of which State Sites 50-30-03-1015 and 1016 are nearest to the project site.

Over a Century of
Engineering Excellence

Other historic properties in the general vicinity of the project site include the Haraguchi Rice Mill (State Site 50-30-03-9385) and Hanalei Bridge (State Site 50-30-03-736). None of these properties were determined to be within the APE because the proposed project will not affect the characteristics of these properties that make them historically significant.

If you have knowledge of other historic properties that could be affected by the project, and/or have comments on the enclosed inventory survey report, we would very much appreciate your input. Please submit any comments you may have by October 15, 2001.

If you have any questions, please do not hesitate to call me at 566-2235.

Sincerely yours,

Parsons Brinckerhoff Quade & Douglas, Inc.

Jason Vazawa, AICP

Enclosures: Project location map.

- Conceptual layout of the Proposed Hanalei Valley and Hanalei NWR Scenic Stop.
- Archaeological Inventory Survey of an Approximately 5 Acre Parcel of the Proposed Hanalei Valley Scenic Stop, Kuhio Highway, Hanalei Ahupuaa, Hanalei District, Kauai (TMK 5-3-01-16), November 2000.

cc. Mr. Pat Phung, Federal Highway Administration
Mr. Ramon Acob, State of Hawaii Department of Transportation
Mr. Tom Alexander, U.S. Fish and Wildlife Service

Over a Century of
Engineering Excellence





Parsons
Brinckerhoff

Pacific Tower, Suite 3000
1001 Bishop Street
Honolulu, HI 96813
808-531-7094
Fax: 808-538-2368

Ms. Carolyn Larson
Kauai Historical Society
Page 2



September 10, 2001

Ms. Carolyn Larson
Executive Director
Kauai Historical Society
P.O. Box 1778
Lihue, Hawaii 96766

Subject: Proposed Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
County of Kauai, Hawaii
Section 106 of the National Historic Preservation Act

Dear Ms. Larson:

Parsons Brinckerhoff is a consultant for the State of Hawaii Department of Transportation, who along with the Federal Highway Administration (FHWA) and the U.S. Fish and Wildlife Service (USFWS), is proposing to construct a new scenic stop overlooking Hanalei Valley and the Hanalei National Wildlife Refuge (NWR). Princeville Resort currently owns the proposed site, and will donate the property to the USFWS to be made part of the Hanalei NWR. A project location map and a conceptual layout of the proposed stop is enclosed. It should be noted that we are still in the planning phase of the project. Therefore, the actual design of the facility may be different than what is shown in the layout.

Since the project involves federal agencies, compliance with Section 106 of the National Historic Preservation Act is required. To help FHWA and USFWS identify historic properties in the Area of Potential Effect (APE), the project sponsored the preparation of an archaeological inventory survey report by Cultural Surveys Hawaii, Inc. (CSH). The report included a review of past archaeological studies conducted for other projects in the general vicinity of the proposed site and the results of fieldwork of the project site. A copy of this report is enclosed for your review.

According to CSH's field survey, no signs of pre-contact or historic land alterations were found in the area that would be affected by construction or landscaping. In addition, CSH determined that the potential for uncovering subsurface archaeological deposits during construction as being very low. Therefore, it appears that there are no historic properties within the area directly affected by the project. However, based on consultation activities, the FHWA determined that the following historic properties in the general vicinity of the project site could be within the APE:

- Pooku Heiau (State Site 50-30-03-139) located approximately 1500 feet to the east of the project site; and

Over a Century of
Engineering Excellence

- Hanalei National Wildlife Refuge Historic and Archaeological District, which contains several archaeological resources of which State Sites 50-30-03-1015 and 1016 are nearest to the project site.

Other historic properties in the general vicinity of the project site include the Haraguchi Rice Mill (State Site 50-30-03-9385) and Hanalei Bridge (State Site 50-30-03-736). None of these properties were determined to be within the APE because the proposed project will not affect the characteristics of these properties that make them historically significant.

If you have knowledge of other historic properties that could be affected by the project, and/or have comments on the enclosed inventory survey report, we would very much appreciate your input. Please submit any comments you may have by October 15, 2001.

If you have any questions, please do not hesitate to call me at 566-2235.

Sincerely yours,
Parsons Brinckerhoff Quade & Douglas, Inc.

Jason Yezzer, AICP

Enclosures: Project location map.
Conceptual layout of the Proposed Hanalei Valley and Hanalei NWR Scenic Stop.
Archaeological Inventory Survey of an Approximately 5 Acre Parcel of the Proposed Hanalei Valley Scenic Stop, Kuhio Highway, Hanalei Ahupuaa, Hanalei District, Kauai (TMK S-3-01:16), November 2000.

cc: Mr. Pat Phung, Federal Highway Administration
Mr. Ramon Acob, State of Hawaii Department of Transportation
Mr. Tom Alexander, U.S. Fish and Wildlife Service

Over a Century of
Engineering Excellence

PHONE (808) 964-1000



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPOLAHU BOULEVARD, SUITE 600
HONOLULU, HAWAII 96813

September 25, 2001

Mr. Jason Yazawa
Parsons Brinckerhoff
Pacific Tower, Suite 3000
1001 Bishop Street
Honolulu, HI 96813

Dear Mr. Yazawa:

Subject: Proposed Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop, Kauai,
Hawaii

This letter is provided as a response to the materials of September 10, 2001, produced by
Parsons Brinckerhoff for FHWA, requesting review and comments relating to the above
referenced undertaking. OHA offers the following comments relating to the undertaking:

Notwithstanding the proposed finding that no historical or archaeological resources are
implicated, OHA recommends FHWA's assurance that proper mitigation and consultation will
occur should any unidentified cultural, historic, or burial sites and/or resources be encountered
during project development.

OHA recommends that FHWA continue broad consultation with knowledgeable Native
Hawaiian organizations and individuals relating to undertaking. This consultation should include
the incorporation of the contacts listed below to assist FHWA in identifying historic properties,
traditional practices and beliefs, evaluating traditional cultural places implicated by this project,
assessing adverse effects, and in developing appropriate mitigation and alternatives:

- Local Hawaiian civic clubs
- Local chapters of the royal societies
- Kauai Island Burial Council
- Individuals familiar with cultural practices of the areas affected by your undertaking

OHA's community resource coordinator on the island of Kauai may also be of assistance
in helping to identify knowledgeable Native Hawaiian organizations and individuals, and her
information follows below:

Kauai CRC
La France Kapaka-Arbolela
3-3100 Kuhio Hwy., Suite C4
Lihue, HI 96766-1153
Phone: (808) 241-3390
Fax: (808) 241-3508

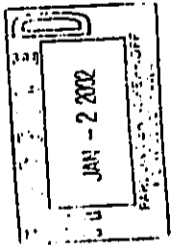
Thank you for the opportunity to review and comment relating the proposed project. If
you have any questions, please contact Wayne Kawamura, Policy Analyst at 594-1966, or email
him at: waynek@oha.org.

Sincerely,

Colin Kippen, Jr.
Deputy Administrator

cc: BOT
ADM
Kauai CRC

1001 BISHOP STREET, SUITE 3000, HONOLULU, HI 96813



Hawaii Division
Box 50206
300 Ala Moana Boulevard, Room 3-306
Honolulu, HI 96830

December 31, 2001

In Reply Refer To:
HEC-HI

Mr. Gilbert Coloma-Agaran
Chairperson and State Historic Preservation Officer
State of Hawaii
Department of Land and Natural Resources
601 Kamokila Boulevard, Room 555
Kapolei, HI 96707

Dear Mr. Coloma-Agaran:

Subject: Proposed Hanalei Valley/Hanalei National Wildlife Refuge Scenic Stop
County of Kauai, Hawaii
Section 106 of the National Historic Preservation Act
Request for Concurrence on Effect Determinations

In accordance with Section 106 of the National Historic Preservation Act, this letter requests that the State Historic Preservation Officer (SHPO) concur on effect determinations regarding historic properties in the subject project's Area of Potential Effect (APE).

In a letter dated August 31, 2001, to Mr. Don Hibbard, Administrator of the State Historic Preservation Division (SHPD), the Federal Highway Administration (FHWA) submitted the inventory survey report prepared for the project for review. The SHPO responded in a letter dated September 11, 2001 (LOG NO: 28160; DOC NO: 0109RC05). The SHPO found the inventory survey report acceptable, and agreed with the conclusions of the report that the project area (area affected by construction and landscaping) contains no historic properties. The letter stated that the pre-European/early 1800s agricultural complex (State site 1015), which is within the Hanalei National Wildlife Refuge Historic and Archaeological District (HNWRHAD), is below the project area down a steep side slope, and that Pooku Heiau (State site 50-30-03-139) is well away from the project area.

The Office of Hawaiian Affairs (OHA) also reviewed the inventory survey report, and provided a comment similar to one of the SHPO's comments. They asked that Native Hawaiian organizations be consulted as the project moves forward. The SHPO asked that all interpretive material related to significant historic properties be reviewed by the SHPD for scientific and historical accuracy.

The project's Draft Environmental Assessment (DEA) was completed and publicly announced and distributed on October 23, 2001. The SHPD provided comments on the DEA in a letter dated November 8, 2001 (LOG NO: 28534; DOC NO: 011NM02). Others who provided comments, including the Kauai Historic Preservation Review Commission (KHPRC), noted the possibility of historic access to Pooku Heiau through the project site. However, the inventory survey found no evidence of this resource.

As stated in our August 31, 2001, letter, Pooku Heiau and the HNWRHAD may be within the APE although both properties are not within the proposed land donation or area affected by construction. However, based on the results of the inventory survey and input received from the SHPD, SHPO, OHA and the KHPRC, the FHWA has rendered "no adverse effect" determinations regarding both historic properties. We will comply with the suggestions provided by the SHPO in the September 11, 2001, letter. These provisions were stated in the DEA, such as avoiding visual impacts to Hanalei Valley by using setbacks, landscaping, grading and architectural methods, and consulting with the SHPD and other historic and Native Hawaiian organizations regarding interpretive material about historic properties.

We respectfully ask that the SHPO concur with this effect determination.

If you have any questions or require additional information, please do not hesitate to call me at 541-2700, extension 305.

Sincerely yours,

Pat V. Phung, P.E.
Transportation Engineer

By certified mail

cc: Ramon Acob, State of Hawaii Department of Transportation
Tom Alexander, U.S. Fish and Wildlife Service
✓ Jason Yazawa, Parsons Brinckerhoff Quade & Douglas, Inc.



Pacific Tower, Suite 3000
1001 Bishop Street
Honolulu, HI 96813
808-531-7054
Fax 808-523-2368

Parsons
Brinckerhoff

September 5, 2001

Mr. Saku Nakamura, Soil Scientist
Natural Resources Conservation Service
U.S. Department of Agriculture
P.O. Box 50004
Honolulu, Hawaii 96850

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii
Farmland Protection Policy Act, Form AD-1006

Dear Mr. Nakamura:

The Federal Highway Administration (FHWA), the U.S. Fish and Wildlife Service (USFWS) and the State of Hawaii Department of Transportation (HDOT) are proposing to construct a new scenic stop overlooking Hanalei Valley and the Hanalei National Wildlife Refuge (NWR). Princeville Resort currently owns the proposed site, and will donate the property to the USFWS to be part of the Hanalei NWR.

The scenic stop would include a parking lot, a visitor center and overlooks. Although only about 3.2 acres would be developed as the scenic stop, Princeville would donate approximately six acres to the USFWS. The remainder of the property donation consists of remnant pieces and steep side slopes and would be included with the donation so that the scenic stop would be contiguous with the NWR property. These areas would not be subject to construction or landscaping.

Most of the site is in the State Conservation District, with the remainder in the Agriculture District. The property is currently vacant, but was used by Princeville to cultivate landscape material for the resort. This operation ceased in the early 1990s. The property adjacent to and east of the project site is currently used as a nursery by the resort.

Although the project site is not used for agriculture, at least part of the site is classified as "prime" in the Agricultural Lands of Importance to the State of Hawaii (ALISH). Therefore, a Farmland Conversion Impact Rating for this project is needed. On behalf of the FHWA and the USFWS, I have enclosed a project location map, a conceptual layout of the proposed project, a map showing soil types at the project site, and a partially completed Form AD-1006. Please provide completed Parts II, IV and V of Form AD-1006.

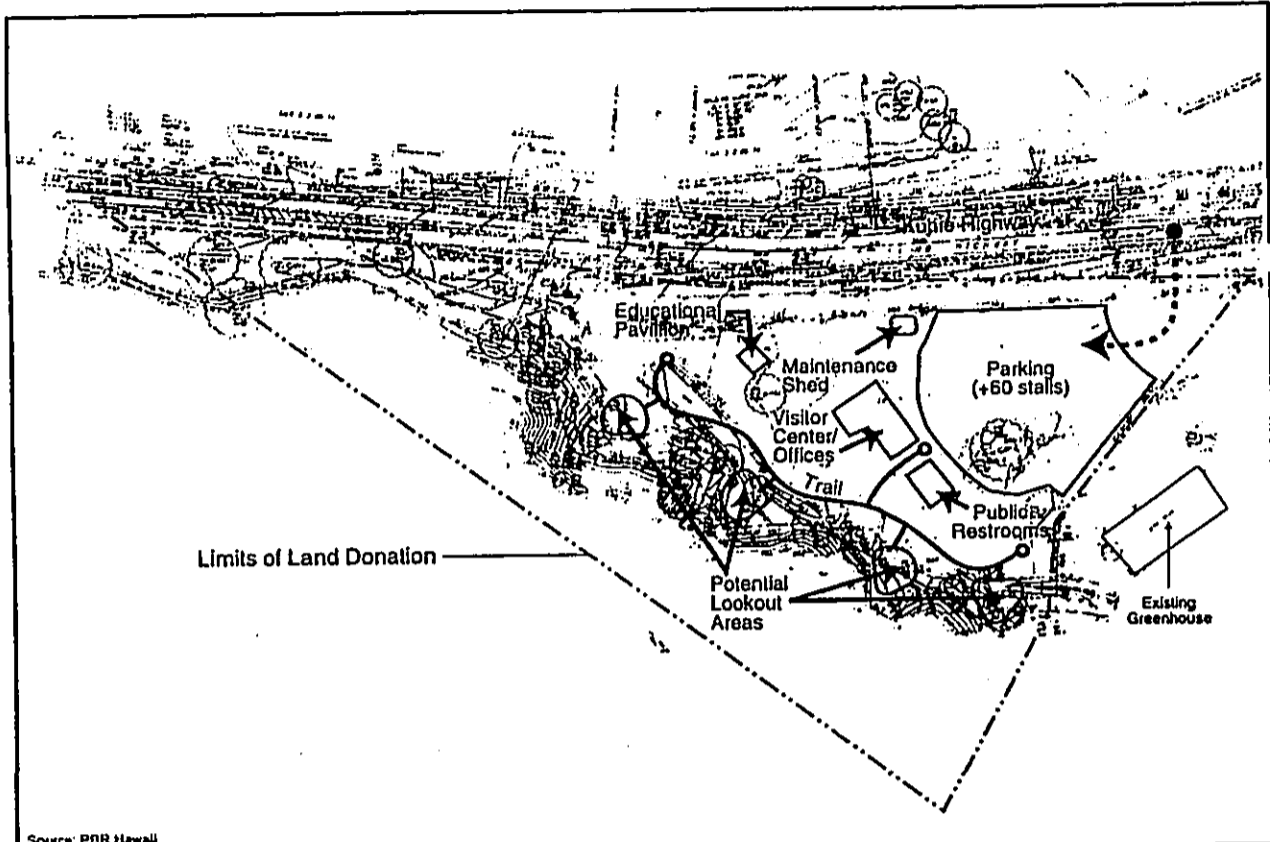
If you have any questions or require additional information, please feel free to call me at 566-2235 or e-mail at yazawa@pbworld.com.

Sincerely yours,
Parsons Brinckerhoff Quade & Douglas, Inc.

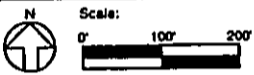
Jason Yazawa

- Enclosures:
1. Project location map
 2. Conceptual layout of proposed scenic stop
 3. Map showing soil types general location of scenic stop
 4. Form AD-1006 with Parts I and III completed

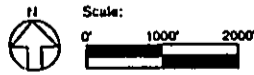
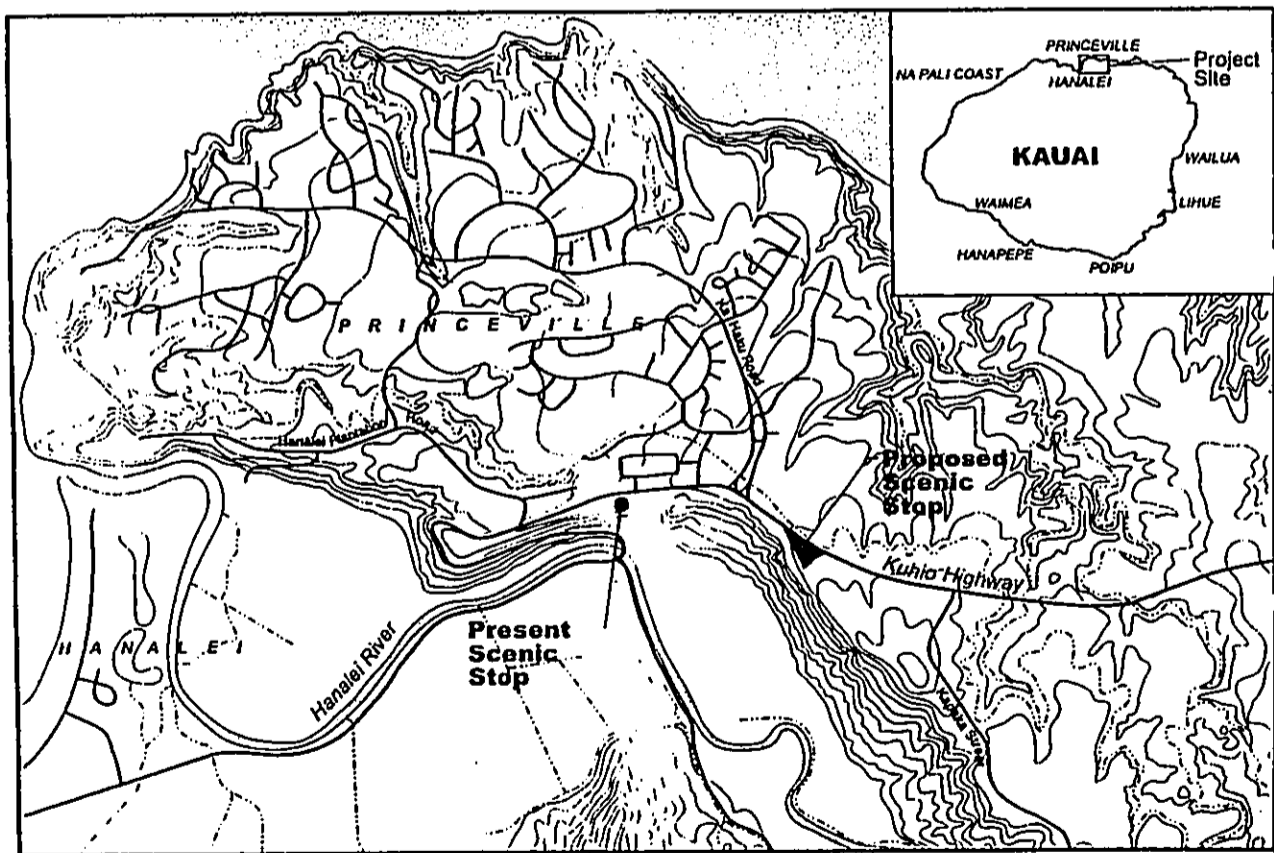
cc. Mr. Pat Phung, FHWA (w/o attachments)
Mr. Tom Alexander, USFWS (w/o attachments)
Mr. Ramon Acob, HDOT (w/o attachments)



Source: PDR Hawaii



Conceptual Layout of Proposed Hanalei Valley and Hanalei NWR Scenic Stop
HANALEI VALLEY/HANALEI WILDLIFE REFUGE SCENIC STOP



Project Location
HANALEI VALLEY/HANALEI WILDLIFE REFUGE SCENIC STOP

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)
 Name of Property / National Wildlife Refuge: **HANALEI VALLEY / NATIONAL WILDLIFE REFUGE**
 Federal Agency: **U.S. Fish & Wildlife Service**
 Date of Report: **September 5, 2001**
 Name of Local Site Assessment System: **SCS**
 Date Request Received By SCS: **1998**

PART II (To be completed by SCS)
 Does this site contain prime, unique, statewide or local important farmland, or farmland of local importance, or other land of exceptional value? (If no, the FPPA does not apply - do not complete additional parts of this form.)
 Yes No
 Acres Irrigated: Average Farm Size:
 Acres: Amount of Farmland Acquired in FPPA:
 Name of Local Site Assessment System: Date Land Evaluation Returned By SCS:

Name of Land Easement System Used: Site A: Site B: Site C: Site D: Site E: Site F:

PART III (To be completed by Federal Agency)
 A. Total Acres To Be Committed Directly: **3.2**
 B. Total Acres To Be Committed Indirectly: **3.2**
 C. Total Acres In Site: **3.2**

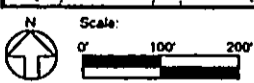
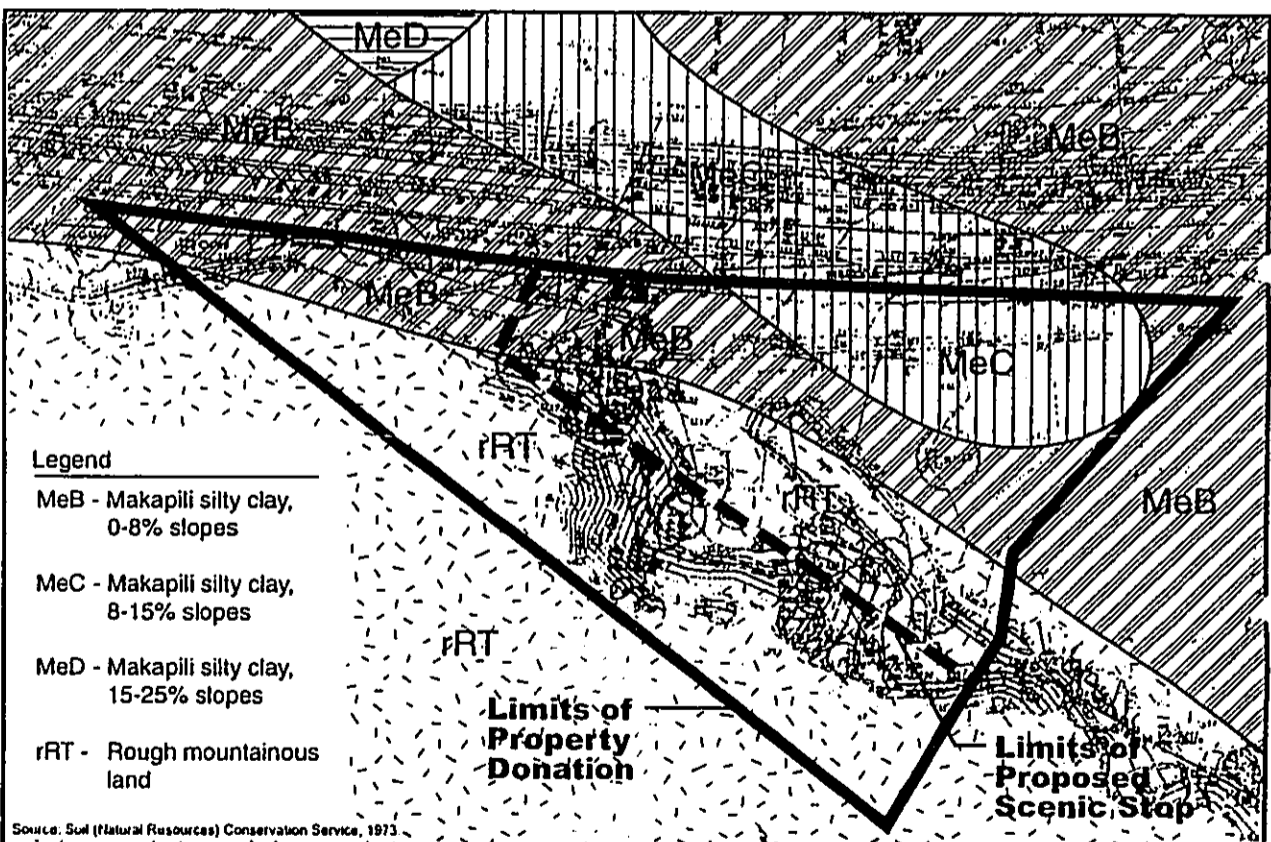
PART IV (To be completed by SCS) Land Evaluation Information
 A. Total Acres Prime And Unique Farmland:
 B. Total Acres Statewide And Local Important Farmland:
 C. Percentage Of Farmland In County Or Local Govt. Unit To Be Committed:
 D. Percentage Of Farmland In Govt. Jurisdiction With Some Or Higher Feature Value:

PART V (To be completed by SCS) Land Evaluation Criterion
 Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)
 Measurement Points:

- PART VI** (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.316)
- Area In Nonurban Use:
 - Perimeter In Nonurban Use:
 - Percent Of Site Being Farmed:
 - Protection Provided By State And Local Government:
 - Distance From Urban Builtup Area:
 - Distance To Urban Support Services:
 - Size Of Present Farm Unit Compared To Average:
 - Creation Of Nonfarmable Farmland:
 - Availability Of Farm Support Services:
 - On-Farm Investments:
 - Effects Of Conversion On Farm Support Services:
 - Compatibility With Existing Agricultural Use:

TOTAL SITE ASSESSMENT POINTS: **180**
PART VII (To be completed by Federal Agency)
 Relative Value Of Farmland (From Part V): **100**
 Total Site Assessment (From Part V) above or a local site assessment: **180**
TOTAL POINTS (Total of above 2 lines): **260**

Site Selected: Date Of Selection:
 Region For Selection: Was A Local Site Assessment Used? Yes No



Soil Types at the Proposed Site HANALEI VALLEY/HANALEI WILDLIFE REFUGE SCENIC STOP



United States
Department of
Agriculture
Natural
Resources
Conservation
Service
P.O. Box 50004
Honolulu, HI
96850

Our People...Our Islands...In Harmony

September 20, 2001

Mr. Jason Yazawa
Parsons Brinckerhoff Quade & Douglas, Inc.
Pacific Tower, Suite 3000
1001 Bishop Street
Honolulu, HI 96813

Dear Jason,

Subject: Hanalei Valley / Hanalei National Wildlife Refuge Scenic Stop
Kuhio Highway, County of Kauai, Hawaii
Farmland Protection Policy Act, Form AD-1006

Enclosed is the Farmland Conversion Impact Rating (Form AD-1006) for the proposed scenic stop.

Please call me at 541-2600 ext 133 if you have questions.

Saku Nakamura
Saku Nakamura
SOIL SCIENTIST

Enclosure

Cc: Ron Peyton, DC, Lihue Field Office

The Natural Resources Conservation Service works hand-in-hand with the American people to conserve natural resources on private lands.

AN EQUAL OPPORTUNITY EMPLOYER

U.S. GOVERNMENT PRINTING OFFICE: 1994-311-130/131P

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date of Land Evaluation Report: September 5, 2001
Name of Land: Hanalei Valley / National Wildlife Refuge		Federal Agency Involved: Fed. Highway Admin. / Fish & Wildlife Serv.
Proposed Land Use: SCENIC STOP		County and State: KAUAI County, State of Hawaii
PART II (To be completed by SCS)		Date Request Received By SCS: 9/10/2001
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form.)		
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Major Cropland: None		
Acres: 98,000 % 2.6		
Name of Local Site Assessment System: None		
Date Land Evaluation Returned By SCS: 9/10/2001		
PART III (To be completed by Federal Agency)		
A. Total Acres To Be Converted Directly	Site A	Site B
B. Total Acres To Be Converted Indirectly	3.2	
C. Total Acres In Site	3.2	
PART IV (To be completed by SCS) Land Evaluation Information		
A. Total Acres Prime And Unique Farmland	2.1	
B. Total Acres Statewide And Local Important Farmland	0	
C. Percentage Of Farmland In County Of Local Govt. Unit To Be Converted	0.00%	
D. Percentage Of Farmland In County Of Local Govt. Unit With Some Or Higher Relative Value	18	
PART V (To be completed by SCS) Land Evaluation Criterion		
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Percent)		
PART VI (To be completed by Federal Agency)		
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		
1. Area in Nonurban Use	15	7
2. Perimeter in Nonurban Use	10	5
3. Percent Of Site Being Farmed	20	0
4. Protection Provided By State And Local Government	20	0
5. Distance From Urban Builtup Area	15	5
6. Distance To Urban Support Services	15	0
7. Size Of Present Farm Unit Compared To Average	10	0
8. Creation Of Nonfarmable Farmland	10	0
9. Availability Of Farm Support Services	5	5
10. On-Farm Investments	20	0
11. Effects Of Conversion On Farm Support Services	10	0
12. Compatibility With Existing Agricultural Use	10	5
TOTAL SITE ASSESSMENT POINTS		
160 27		
PART VII (To be completed by Federal Agency)		
Relative Value Of Farmland (From Part VI)		
100 83		
Total Site Assessment (From Part VI above or a local site assessment)		
160 27		
TOTAL POINTS (Total of above 2 lines)		
260 110		
Site Selected:		Date Of Selection
Research For Selection		Was A Local Site Assessment Used?
		Yes <input type="checkbox"/> No <input type="checkbox"/>

APPENDIX C

Archaeological Inventory Survey

U
N
I
T
E
D
S
T
A
T
E
S
O
F
A
M
E
R
I
C
A
D
E
P
A
R
T
M
E
N
T
O
F
I
N
T
E
R
I
O
R
A
F
F
A
I
R
S
E
R
V
I
C
E
S
O
F
F
I
S
I
O
N
A
N
D
H
E
A
L
T
H
C
A
R
E
O
F
H
U
M
A
N
S
E
R
V
I
C
E
S

ABSTRACT

At the request of Parsons Brinckerhoff Quade & Douglas, Inc., Cultural Surveys Hawai'i, Inc. carried out an archaeological inventory survey of an approximately 5-acre parcel (TMK 6-3-01:16) of Princeville Resort lands at Hanalei, Kaua'i proposed for a scenic stop on the south side of Kūhiō Highway on the northeast rim of Hanalei Valley overlooking the valley. The property is situated on land which ranges from 250-360 feet above sea level. The land is fairly level near the highway and drops steeply at the southwestern edge of the project area.

Historic research indicated no known historic properties within the project area although an extensive site complex (50-30-03-1015) was identified just downslope (outside of the project area). The project area was subjected to a 100% pedestrian archaeological inventory survey and no surface archaeological sites of any kind were identified. The potential for subsurface archaeological deposits is regarded as exceedingly low. No significant archaeological sites are believed to exist within the project area. Any possible impact to Site 50-30-03-139, Po'okā Heiau was specifically evaluated and it was concluded that this project will have no impact on Po'okā Heiau which lies more than 300 m distant and appears to be oriented toward the east (the opposite direction).

While no archaeological sites or concerns were identified in the project area, *per se* the need to avoid adverse impact to site 50-30-03-1015 further downslope is pointed out.

ARCHAEOLOGICAL INVENTORY SURVEY
OF AN APPROXIMATELY 5 ACRE PARCEL OF THE
PROPOSED HANALEI VALLEY SCENIC STOP, KŪHIŌ HIGHWAY,
HANALEI AHUPUA'A, HALELE'A DISTRICT, KAUAI
(TMK 6-3-01:16)

by

Hallett H. Hammatt, Ph.D.
Tina Bushnell, B.A.
and
David W. Shideler, M.A.

Prepared for

Parsons Brinckerhoff Quade & Douglas, Inc.

Cultural Surveys Hawai'i, Inc.

November, 2000

LIST OF FIGURES

Figure 1	Portion of USGS Hanalei Quad Showing Location of Project Area	2
Figure 2	Portion of Tax Map Key (TMK) 5-3-01 Showing Location of Project Area	3
Figure 3	Map of Project Area	4
Figure 4	Portion of Belcher Map of Hanalei of 1838 Showing Areas of Habitation and Agriculture (the Project Area Lies East of Charlton's Farm Just Off the Map)	9
Figure 5	Portion of Survey Map of Hanalei by W.A. Wall (1898; R.M. 1833; traced by Jos. Iao 1913), Showing Land Use in the Vicinity	12
Figure 6	Portion of Wall Map of 1904 Showing a Route Passing Through the Project Area and South of Po'o Ka Heiau	17
Figure 7	Map showing Relationship of the project area to Po'okū Heiau and Site 50-30-03-1015	25
Figure 8	General View of the Area Makai (Northeast) of the Highway Adjacent to the Project Area which is a Portion of Princeville Golf Course (View to ESE)	30
Figure 9	View of Northwest Portion of the Project Area, Steep Cliff Immediately to the Right (View to ESE)	30
Figure 10	View of West Central Portion of the Project Area (View to WNW)	31
Figure 11	General View of the Southwestern Portion of the Project Area from West of the Hanalei River (River in Foreground, View to NE)	31

I. INTRODUCTION

At the request of Parsons Brinckerhoff Quade & Douglas, Inc., Cultural Surveys Hawaii, Inc. carried out an archaeological inventory survey of an approximately 5-acre parcel (TMK 5-3-01:16) of Princeville Resort lands at Hanalei, Kauai, proposed for a scenic stop on the south side of Kūhiō Highway on the northeast rim of Hanalei Valley overlooking the valley (Figures 1, 2 and 3). Fieldwork was carried out by two Cultural Surveys Hawaii archaeologists, David W. Shideler, M.A. and Antony Bush, B.A. on August 16, 2000, under the overall supervision of Hallett H. Hammatt, Ph. D.

II. NATURAL SETTING

A. Project Area

The project area is located in the *ahupua'a* of Hanalei in the Halele'a District. The project location is situated on an eastern bluff, overlooking Hanalei Valley, south of and adjacent to Kūhiō Highway. The property currently lies on Princeville Resort lands and is accessed from Kūhiō Highway (Figures 1 & 2).

The soil is classified as Rough Mountainous Land (rRL) characterized by steep land dissected by intermittent drainages, thin soil layers ranging from 1-10 inches in thickness over saprolite. This saprolite is conducive to vegetative growth (Footo *et al.*, 1972). Average annual rainfall levels in this area range from 1500-2000 mm/year (between 60 and 80 inches/year).

The property is situated on land which ranges from 250-360 feet above sea level. The land is fairly level near the highway and drops steeply at the southwestern edge of the project area.

B. Hanalei *Ahupua'a*

Hanalei *Ahupua'a* - encompassing 68.5 sq. kilometers of land - is situated between the latitudes 22°13' north; 22°43' south; and longitudes 159°27'30" east and 159°31' west. It is bounded to the west by Waialeale *Ahupua'a* and on the east by Kalihikāi *Ahupua'a*. The *ahupua'a* is amphitheater-shaped, defined by the ridges surrounding the Hanalei River. It extends from sea level in the north at Hanalei Bay to the top of Mt. Waialeale (5148 ft.) in the south. Three-quarters of the *ahupua'a* lies in the Halele'a Forest Reserve. This valley is a typical windward valley with one large perennial stream - Hanalei River - fed by many tributaries. Perhaps 9 km inland, the valley widens somewhat and the stream begins to meander. Here there are considerable alluvial deposits in the bends of the stream" (Earle 1978:34). Alluvial floodplains are located on both sides of the river as it meanders down to Hanalei Bay.

The annual rainfall of Hanalei ranges from 76 in. to as much as 450 in. at the summit of Waialeale (considered to be one of the world's rainiest spots) (Footo *et al.* 1972:6).

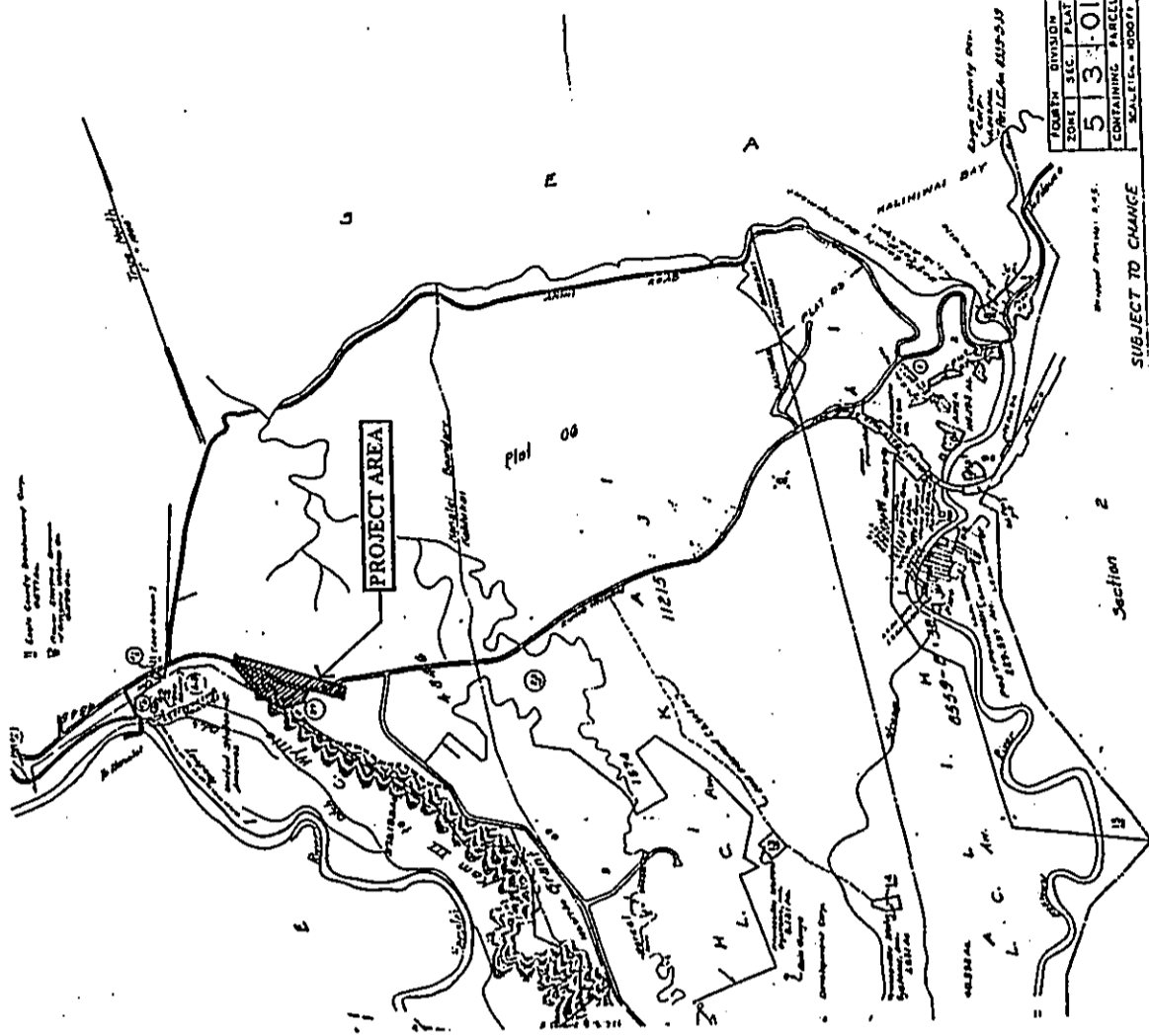


Figure 2 Portion of Tax Map Key (TMK) 5-3-01 Showing Location of Project Area



Figure 1 Portion of USGS Hanalei Quad Showing Location of Project Area

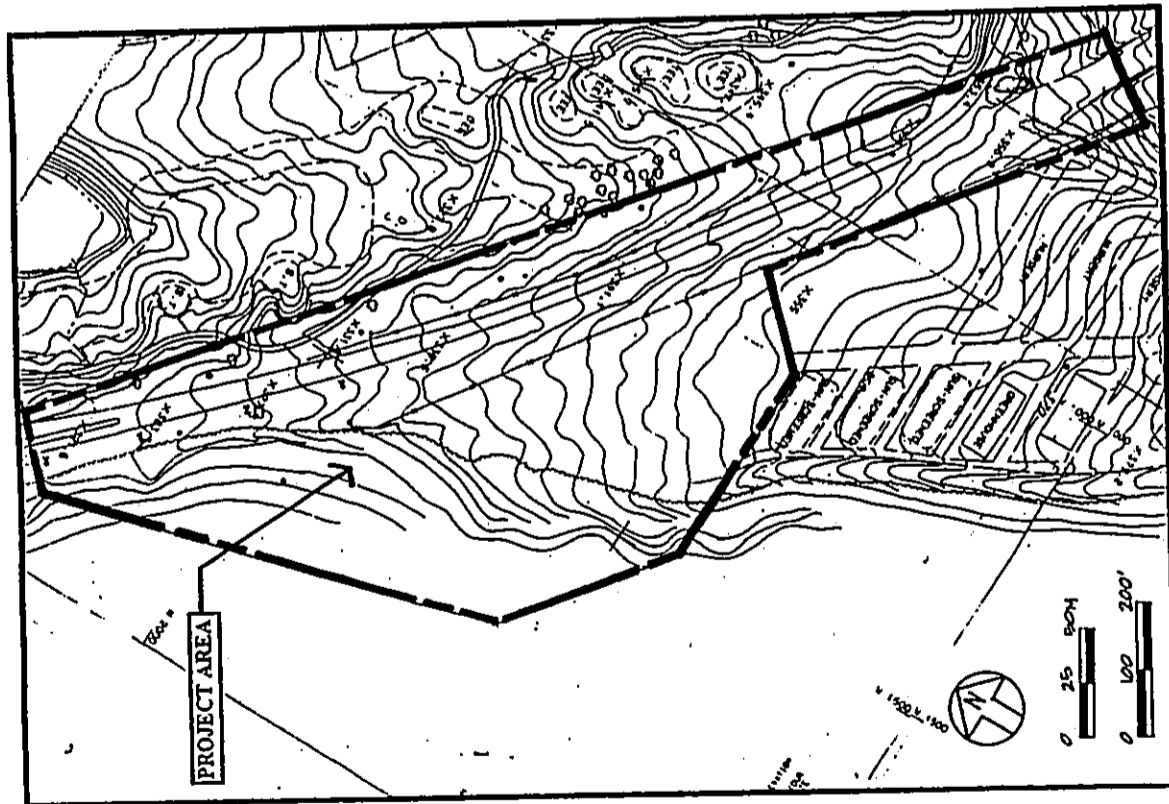


Figure 3 Map of Project Area

Soils of Hanalei consist of the Jauncus-Mokuleia association in the coastal plains, the Hanalei-Kolokolo-Pakala association along the river bottoms and edges, and Rough mountainous land-Rough broken land-Rock outcrop association (Foote et al. 1972:3-6).

Earle (1978:29) classifies the vegetation of Hanalei according to three communities: "1) the coastal community, restricted to the sandy soils near the sea, 2) the upland community, found on alluvial soils along the valley bottoms, and 3) the upland community, located on the rolling, heavily eroded upland soils." Vegetation within the coastal community include such species as ironwood (*Casuarina equisetifolia*), and *noupoaka kahakahi* (*Scaevola sericea*). Upland community vegetation include such species as *hau* (*Hibiscus filicoides*), *kukui* (*Aleurites moluccana*), *java plum* (*Syzygium cumini*) and mango (*Mangifera indica*), and various grasses. Upland community vegetation include such species as *ohi'a lehua* (*Metrosideros polymorpha*) and *uiuhe* (*Dicranopteris linearis*).

Hanalei River is the fourth largest stream in the State based on the amount of water discharged (Stream Assessment Draft Report of 1990, State of Hawaii and National Park Service: 27).

C. Kalihikai *ahupua'a*

Although the project area is located within the *ahupua'a* of Hanalei, the geography of the project location links it more with the land use patterns of Kalihikai *Ahupua'a*. Kalihikai is a moderate-sized *ahupua'a*, also in the Halele'a District, situated between the *ahupua'a* of Hanalei and Kalihikai. The *ahupua'a* boundary extends from the sea up across the plains and up to the highest point of the *ahupua'a*, Kapaka (1000' elevation), the location of a *heiau*. The boundary line then drops back through the plains to the beach, through a channel in the reef that divides Kalihikai and Hanalei (Wichman, 1998:107). The *ahupua'a* spans 2,363 acres and has no large stream, rather three small streams which drain into an alluvial flat close to the sea (Earle, 1978). The interior of the *ahupua'a* provides catchment areas which drain into the neighboring *ahupua'a* of Kalihikai and Hanalei.

The annual rainfall in Kalihikai *Ahupua'a* ranges between 70 in. along the coast to 150 in. in the *mauka* regions (Foote et al., 1972:114).

The soils of this *ahupua'a* consist of the Pooku Series silty clay found in the interior region, the Makapili silty clay associated with the uplands and the Rough Broken Land and Rough Mountainous Land associated with the sloped areas descending into gulches and coastal plains (Foote et al., 1972: 88, 114, 119).

The description of the vegetation of the Hanalei *Ahupua'a* applies to the Kalihikai *Ahupua'a* plant communities as well, though it is necessary to emphasize the Kalihikai upland vegetation as it covers the largest area in the *ahupua'a* and includes the vegetation of the current project area. Earle (1978: 29) describes the vegetation of the upland community as dominated by guava, grasses and native *Pandanus*. "Various nineteenth century accounts described an extensive *Pandanus* forest covering the latosolic uplands of Hanalei, Kalihikai, and Kalihikai. More recently, this area has been converted to pasture land" (Earle, 1978: 29).

III. HISTORICAL BACKGROUND

A. Pre-Contact and Early Contact Periods

The land and waters of Hanalei, at 68.5 km² the largest *ohupua* 'o in the *moku* of Halele'a, had long afforded exceptional possibilities for agricultural and cultural development by the Hawaiians of Kaula during the centuries before Euro-American contact. E.S. Craighill and Elizabeth Handy present the *ohupua* 'o resources that pre-contact Hawaiians utilized and amplified:

Hanalei is unique on Kaula in having a broad river flowing into a magnificent level seaward area...The flats had been the *taro lo'i* of the Hawaiians, amply irrigated by ditches from the Hanalei River...

Because of an abundance of foods of all sorts, Hanalei was, and still is, one of the most attractive dwelling places in the islands. In addition to its rich lands and water resources, and its beautiful beach, it was close enough to the rich deep-sea fishing grounds off the Niihau coast to supply its people with plenty of fish. (Handy and Handy 1972:420-21)

Elsie H. Wilcox, a descendant of missionaries to Kaula, writing in 1917, further characterizes Hawaiian settlement in Hanalei into the early decades of the nineteenth century:

The settlement then extended along the beach, where the climate was drier and where fishing was available, and the grass-thatched houses were set in the midst of gardens of fruit-trees, vegetables and flowers. Bananas, breadfruit, coffee, sugar-cane, coconuts, sweet-potatoes, yams, squashes, pia and taro were cultivated, and chickens and pigs raised. On account of the sandy soil and lack of water "*maka'i*", most of the taro-patches were further up the valley, the farmer going up daily to "*mahiau*" and returning at night to his home on the beach. The banks of both rivers were lined with taro-patches which, following the water-courses, extended far up into the valleys. Terraced remains of these patches are still to be seen far above present habitations, their extent indicating a goodly population at that time. The stretch of land between the two rivers, now used as rice-land (i.e. 1917), was then an undrained swamp, not available for cultivation. (Wilcox 1991:6)

The nineteenth century would see the Hawaiian-evolved landscaped transformed by the interventions of newly-arrived Euro-American missionaries, entrepreneurs, settlers and adventurers.

Alexander Baranov, the Russian-American Company's manager at Sitka, chose Georg Anton Schäffer, a German adventurer, to lead a mission to recover the seal skins cargo of the *Behring* which had run aground at Waimea, Kaula. Kaumuali'i, the King of Kaula, took possession of the vessel and its cargo, maintaining that anything brought to land upon

Kaula became the king's property. Schäffer arrived on the island of Hawai'i in November of 1815, but it was not until May 1816 that he sailed for Kaula, supported by an armed crew. Arms, however, were not needed; Schäffer found Kaumuali'i willing to return the *Behring's* cargo and eager for an alliance with the Russian Empire.

Over the next months a busy Schäffer established the Russian presence on Kaula, intending to make the island a launching point for control of the entire Hawaiian chain. After constructing Fort Elizabeth at Waimea Bay he then gave orders for the creation of two earthenwork forts at Hanalei: one named after the General Barclay de Tolly, the other constructed on a plateau overlooking Hanalei Bay (on the grounds of the present Princeville Hotel) - after the Emperor Alexander. At the same time, Kaumuali'i decided Hanalei to Schäffer who renamed the *ohupua* 'o "Schäfferthal".

By the spring of 1817 Kaumuali'i had lost confidence in Schäffer, and ordered the Russian emissary and his compatriots off the island immediately. Aboard two company ships, they fled to Hanalei where Schäffer intended to make a stand; he wrote in his journal:

I took possession of the island of Kaula in the name of His Majesty, the Great Emperor of Russia Alexander Pavlovich, ordered the Russian flag raised on Fort Alexander, fired three canon shots, and declared myself chief of Hanalei Valley. (in Pierce 1965:202-203)

But Schäffer and the others soon realized their predicament was hopeless. In June 1817 they sailed away from Hanalei Bay and concluded the Russian venture on Kaula.

Rev. Hiram Bingham, describing a visit to Hanalei in 1821 with Kaumuali'i and King Liholiho, makes no mention of the former Russian presence but gives details of the on-going Hawaiian culture:

The people in their original state, treated us with such as they had. One ascended a coca-nut tree and threw down a nut. Another tore off with his teeth, the thick, fibrous husk, then cracked the shell with a stone, to give us a drink. The head man gave us a coarse dinner. A pig, baked with hented stones covered in the ground, was set before us on a large, shallow, wooden tray. *Kalo*, baked in the same manner, and beaten, was laid on large green leaves instead of plates, on the ground...Water was given us in a tumbler consisting of the neck of a gourd-shell, and bananas, ripe, rich, and yellow, were put into our hands singly. (Bingham 1847:143)

Three years later - 1824 - Bingham witnessed at Hanalei an example of the concerted human effort that could still be evoked by the *ali'i*. The brig *Pride of Hawaii*, owned by Liholiho, ran aground in Hanalei Bay. Bingham proclaimed the effort by a great crowd of Hawaiians to salvage the disabled yacht "one of the best specimens of the physical force of the people, which I ever had opportunity to observe for more than twenty years among them--indeed the most striking which I ever saw made by unaided human muscles" (Bingham 1847:221).

The salvage efforts ultimately failed and the brig was lost. The grounding of the *Pride of Honolulu* at Hanalei Bay in 1824 would suggest the perils of navigation by western ships within the bay and the rest of the northern Kaula coast where wind and sea conditions made impossible any secure anchorage. During subsequent decades of the nineteenth century, as increasing numbers of traders, ranchers and settlers moved into Hanalei, the bay could serve only as one "among the many outposts (in the Hawaiian Islands) supplying provisions to the whaling fleet" (Thomas 1983:23). "Hanalei was visited by an occasional whaler and by interisland ships, since there was some cargo to be carried out, but it was a dangerous harbor, especially when winter winds and rain blew down from the north" (Joesting 1984:141).

B. 1830s to 1850

When the *Sulphur*, an English vessel on a chartmaking voyage, visited Hanalei in 1838, its Captain, Edward Belcher, noted:

Hanalee [sic], besides beef and vegetables of the finest quality, furnishes fruits, poultry, turkeys, &c., cheap and in abundance... Our object in coming hither was to embark bullocks, which, we were assured, were better and cheaper than at O'ahu; and we were fully repaid for the trouble; we obtained noble animals, and meat as fine as in England. (Belcher 1843, vol.1:61)

"Charlton's Farm" - identified on the map (Figure 4) of Hanalei, drawn after the expedition, overlooking the northeast side of the valley - provided much of these foodstuffs, along with butter and cheese (Fitzpatrick 1986:68). Richard Charlton, the British Consul in Honolulu from 1825 to 1846, was among the first foreigners to develop new enterprises in Hanalei Valley.

In 1831 (Charlton) leased from Kaikio'ewa (Governor of Kaula) a stretch of land at Hanalei to be used as a cattle ranch. Its extent was not defined by any boundaries, it being generally termed Hanalei, and the cattle were allowed to range without absolute limit, except that they were not to encroach on the cultivated lands adjacent... The lease was for some twenty years from August 27, 1831. (Wilcox 1991:6-7)

In 1834, the same Governor Kaikio'ewa granted Hanalei land to Joel Deadman for the planting of sugar cane. Deadman's later testimony, recorded in 1844 at the time of the *Māhele*, reveals the precariousness of the early land ventures at Hanalei and the informality of the land transactions. Kaikio'ewa "agreed to cause [the Hanalei land] to be cultivated & planted with sugar cane and [to] find the materials for a mill &c and labor." In exchange, Kaikio'ewa was to be paid "one half of the sugar & Molasses produced." Deadman "remained there 6 months at considerable loss & expense and had even work made for the mill" but the plantation never materialized. In 1842, Deadman would sell the land to Dr. T. C. B. Rooke, father of the future Queen Emma.

An enterprise that actually took hold in Hanalei during the 1830s was silk making. Charles Titcomb, an American sailor, started a silk plantation which, by the early 1840s, comprised four varieties of mulberry trees and was reported to have been producing excellent silk (Wilcox 1991:7). The Hanalei silk plantation "finally encountered financial

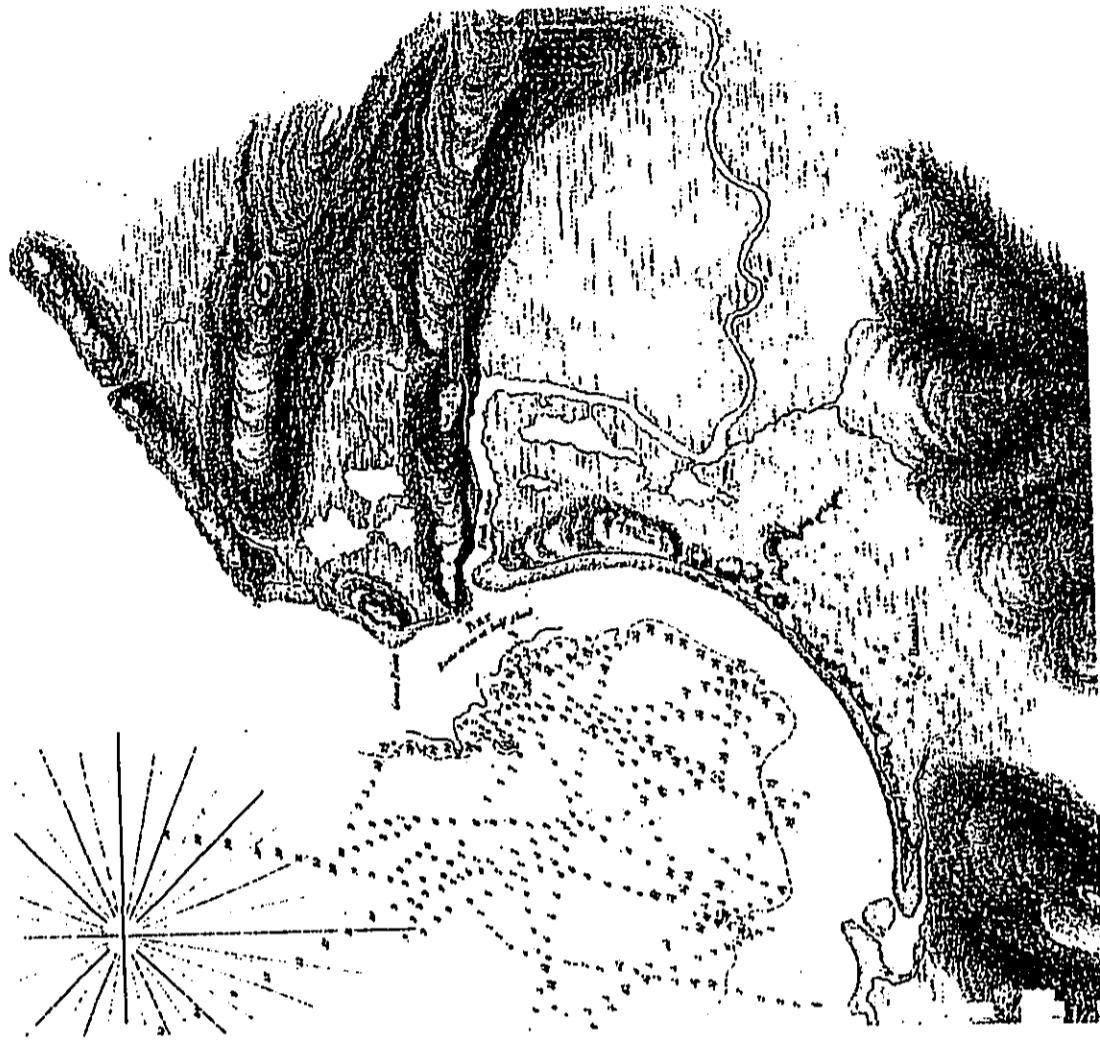


Figure 4 Portion of Belcher Map of Hanalei of 1838 Showing Areas of Habitation and Agriculture (the Project Area Lies East of Charlton's Farm Just Off the Map)

and other troubles" and the silk-making enterprise was abandoned there in 1844; Titcomb is reported to have lost \$15,000 in the venture on Kaula I (Wilcox 1991:183).

Also during the 1830s, the Protestant American Board of Commissioners for Foreign Missions (A.B.C.F.M.) established a mission station at Hanalei Bay in the neighboring *chupua* 'a of Wai'oli. The first missionary assigned to the station was William Patterson Alexander who, along with his wife and son, arrived at Hanalei Bay in 1834. The Alexanders would remain at Wai'oli until 1843.

Censuses taken by the missionaries throughout the Hawaiian islands beginning in 1831 provide the first record of the native population after the first decades of western contact. According to the 1834-35 census of Kaula I, a total of 1605 Hawaiians - adults and children - were then living in the *moku* (district) of Haleale'a (Schmitt 1973:26). Of that total, 522 Hawaiians, or fully one-third, resided in Hanalei *Ahupua'a*.

Despite his losses, Titcomb was able to replant his Hanalei fields in coffee with seed procured from Kona. Coffee growing had been introduced to Hanalei in 1842 when John Bernard and Godfrey Rhodes started the Hanalei Coffee Plantation on two pieces of land leased from the Government - "one on the east side of the Hanalei River containing ninety acres and one on the west side containing sixty acres" (Wilcox 1991:8) - with "plants and seeds...secured from Governor Boki's land in Mānoa Valley [on O'ahu]" (Wilcox 1991:8). While coffee had already been grown on O'ahu and Hawai'i islands, the fields at Hanalei represented the "first extensive coffee plantations" in the Hawaiian islands (Kuykendall 1938:316) and in 1844 the plantations of Titcomb and of Bernard and Rhodes comprised "upward of 100,000 trees" (Wilcox 1991:9).

Near mid-century, coffee dominated the Hanalei landscape: "a great part of the whole valley, at least to the extent of 1,000 acres, was under cultivation in coffee at this time" (Wilcox 1991:10). William DeWitt Alexander, son of the former Waiali missionary William P. Alexander, describes a return visit to Hanalei in 1849, six years after his family had left Kaula I. His first view of the valley is of the "majestic Hanalei river winding its way through coffee plantations, & the graceful curve of the bay, bordered with houses, & groves" (Alexander 1991:125). He later visited the two coffee plantations:

Capt. Rhodes has a fine coffee plantation. It contains upwards of 100 acres. It is in very fine cultivation. He had also banana, & orange trees, & a very fine grove of bamboo. I was much interested in observing the operation of the coffee mill. As in a sugar mill, a mule turns a perpendicular post. To the top of this is fitted a large horizontal cog wheel. This sets in motion a fly wheel which is connected to the rest of the machinery by bands. There are 3 or 4 mills which perform different stages of the operations. The noise which they made was most deafening. (Alexander 1991:127-128)

The Titcomb coffee plantation is characterized as "flourishing" though "not as large as Mr. Rhodes", nor is the coffee as luxuriant" (Alexander 1991:128). John Bernard, the partner of Godfrey Rhodes, had died at sea off Hanalei Bay in 1845. Rhodes and other investors continued the coffee operation, now renamed the Rhodes & Co. Coffee Plantation, which in

1846 comprised 750 of the 1000 acres of Hanalei land then under cultivation of coffee (Wilcox 1991:9-10).

C. Mid-Nineteenth Century: *Māhele* Documentation

A Survey Map of *mākei* Hanalei by W.A. Wall (1893; R.M. 1833; Figure 5) locates all but six of the 66 awarded *opono* of the Land Commission Awards (LCAs) in Hanalei. No Land Commission Awards lie in the vicinity of the project area although several lie along the Hanalei River floodplain to the east. (Figure 5). Of the filed claims for Hanalei, 49 are awarded. In these claims, both awarded and unawarded (49 claims) we have the land uses claimed by each person. We shall call these the land use components. These components (204) comprise 124+ taro patches or *mo'o* (1 or more taro patches in a *mo'o*) (61.1%), 44 house lots (21.7%), 18 *kūla* (garden/pasture) (8.9%), 8+ orange and 1+ lemon trees (4.9%), 5 *loko* (ponds) (2.5%) a *noni* and banana patch, 400 head of cattle and 160 acres of coffee, a wharf (misc. 1%).

What seems notable compared to other *chupua'a* we have studied, is the larger than normal percentage of houselots in proportion to other land uses (i.e. in Hanalei the house lots were 7% of the total components, in Wailua 14.5%, in Wai'oli 11% while in Hanalei they are 21.7%). This large component of house lots may be explained by 1) awarding of house lots to *cii'i* in a favorite dwelling place with a good beach, good fishing and good surfing; 2) warriors who were given house lots here as a reward for loyal service to Kamehameha, especially during the 1824 Kaula I rebellion; 3) the practice of having a house in Hanalei and farming in the sister *chupua'a* of Wai'oli. There was clearly a close community relationship between the two *chupua'a*. Irrigation water originating in Wai'oli crossed the *chupua'a* boundary into Hanalei representing one of the few instances in Hawaii of shared water resources between *chupua'a*.

Along the shore we find the majority of houselots; the Wall map shows a Devereux Hotel near the Land for Emma Rooke. Of interest in the claim filed for Emma Rooke is the *mākei* side, bounded by the house of Hawaii's where the King and other *cii'i* stayed when they came to Hanalei. Just inland of this area was Kanoa Pond, and houses are on both *mākei* and *mauka* sides of this pond.

Still close to the shoreline, but on the north side of the river is the *'i'i* of Kaunupua where there is another smaller concentration of houses and a few *lo'i*. Kellett, a foreigner, has a lot on the hill just beyond this area for his houses and those of the natives who live under him, and another lot on the river for his corn, peas, and garden. Within the crook of the Hanalei River, in an area called Kaohia is a concentration of *lo'i* lands with a *kūla* on the inland end.

The settlement of Hanalei would seem to be houselots for the *Ali'i* and of former warriors of Kamehameha II in the Kaula I rebellion of 1824 at the shore, with taro patches inland and in the *chupua'a* of Wai'oli. Other small concentrations of houselots with nearby gardens are scattered along the north shore, just north of Hanalei River inland along the river. The *chupua'a* of Wai'oli would appear to be closely allied to Hanalei and served as a gardening area for some of the claimants residing in Hanalei.

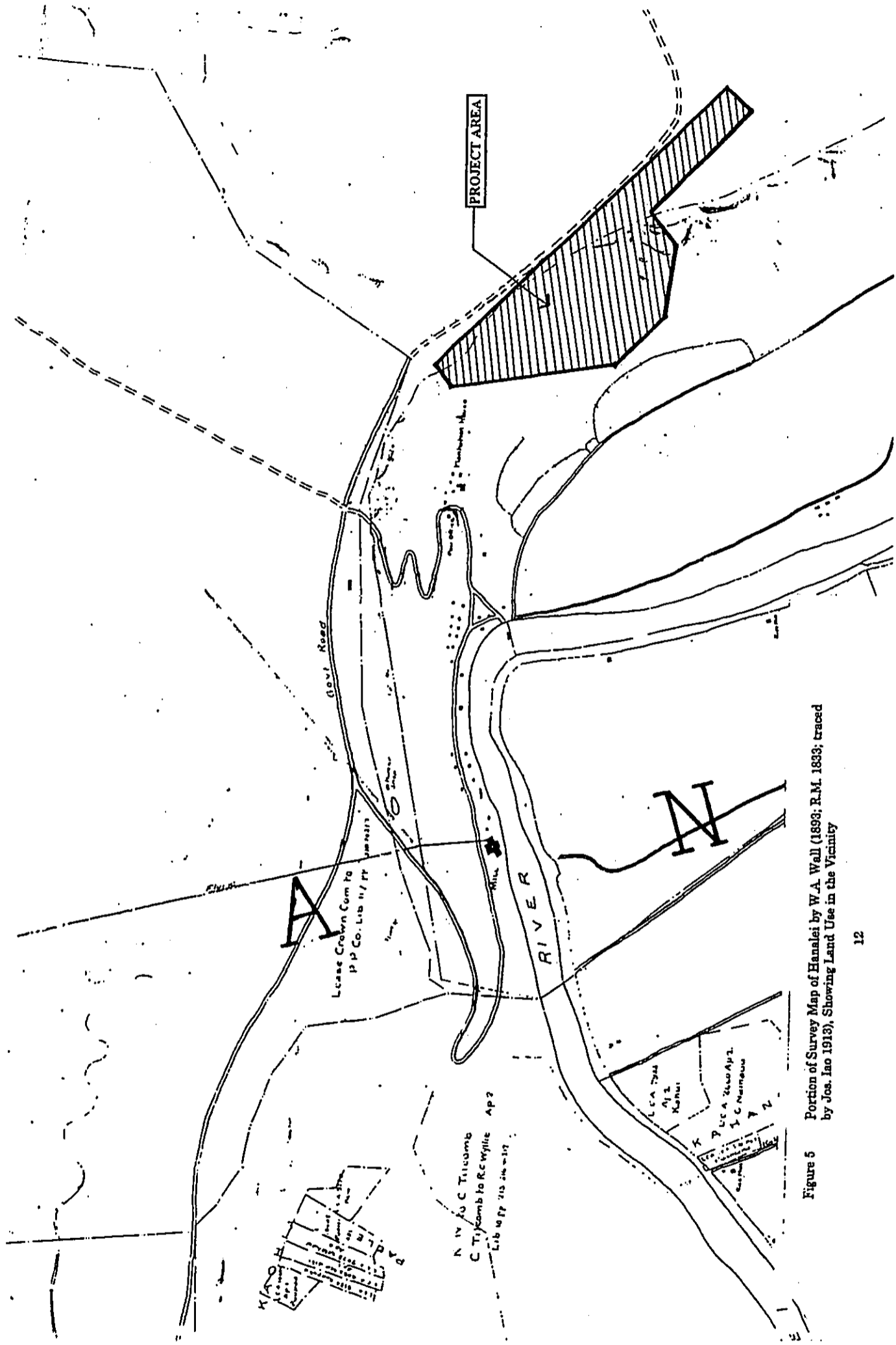


Figure 5 Portion of Survey Map of Hanalei by W.A. Wall (1893; R.M. 1833; traced by Jos. Iao 1913), Showing Land Use in the Vicinity

D. 1850s to 1900

According to records of the Royal Hawaiian Agricultural Society: "for the twelve months from July, 1850, to June, 1851...Hanalei exported (to Honolulu) 21,298 pounds of coffee, 39 barrels of Irish potatoes, and 20 head of cattle, at a total value of \$2,744.08" (Damon 1931:334). Coffee-growing continued to dominate Hanalei, apparently established firmly within the landscape. However, the plantation owners were apprehensive: they foresaw an eventual lack of manpower in their fields as production increased. They also feared a growing intransigence among the Hawaiian workers: "Mr. Rhodes stated (in an 1851 report) that laborers were demanding one dollar a day...and that some had refused to work even at four dollars a day" (*Ibid.*:351). Many of the Hawaiian laborers had already left the island to work in the gold mines of California. The Hanalei planters thus welcomed the plan of the Agricultural Society to import "Chinese coolie laborers under contracts based on the indentures used in employing seamen" (*Ibid.*:351) for the various plantations throughout the Hawaiian islands. In 1852 the first Chinese laborers arrived at Hanalei to work on the coffee plantations. By the next year the Chinese were fully integrated in the labor system; Rhodes' 1853 report on Hanalei to the Agricultural Society noted:

Mr. Titcomb's Coffee Plantation is in fine order, and he expects a large crop, of perhaps 80 to 100 M. lbs. He has lately cleared more land for planting: his plantation is compact, and well managed. I believe he is satisfied with his coolies. He has a number of natives engaged, but has difficulty in making them fulfil their agreements. Our own plantation is thriving, although a number of years must elapse before it re-attains the prosperous state it was in 1849 and 1850, when our natives all left us, smitten with the California fever. I am very well satisfied with the coolies, and much prefer them as laborers. (in Damon 1931:352-353)

Whatever comfort the coffee planters of Hanalei may have obtained from the newly-available labor force, they were finally vulnerable - in the 1850s - to natural forces beyond their control. That vulnerability had been foreshadowed earlier, in 1847, when a torrential rain flooded the valley, severely damaging the coffee trees. In 1851 and 1852 the Hawaiian islands suffered through a severe drought and a subsequent blight ravaged coffee trees at Hanalei and on all the islands. The plantations were able to continue producing through a few more years but, by the end of the 1850s, the Hanalei plantations were devastated; a visitor in 1860 contrasted the current despoliation with the flourishing scene of three years earlier:

The coffee blight has entirely covered the two Hanalei plantations which in the spring of 1857 we saw in full and successful culture, yielding 200,000 pounds of excellent coffee. It was sad to witness the contrast. Then scores of women and children were busy picking the ripe berries, and depositing their gatherings at night at the overseer's office, but now all was silent. Not a gatherer was abroad, and we saw laborers bringing in coffee trees upon their shoulders, to heat the fires under the sugar boilers of Mr. Titcomb. (in Damon 1931:351)

The "sugar boilers of Mr. Titcomb" the visitor noted were evidence of an unflagging resilience; for Titcomb, who had earlier converted his fields from silk to coffee, turned his energies to sugar growing during the latter 1850s.

Godfrey Rhodes, the other Hanalei coffee grower, had already sold his coffee plantation: on March 14, 1853 the land occupied by the Rhodes Coffee Plantation was bought from the Government for \$1,300 and on Sept. 13, 1855 Rhodes sold out his interest in the plantation for \$8,000 (Wilcox 1991:13). The man who purchased the land and plantation was Robert Crichton Wylie, the Hawaiian Kingdom's Minister of Foreign Affairs.

Wylie, a Scotsman who had made his fortune as a merchant in South America, arrived in the Hawaiian islands in 1844. Though Wylie had not intended to settle in Hawaii, in 1845 he accepted an appointment by King Kamehameha III as Minister of Foreign Affairs and served in that office until his death twenty years later. As Foreign Minister, Wylie's great ambition was the recognition of the Hawaiian Kingdom as a sovereign nation by the world's powers. But a more personal aspiration also captivated Wylie: to build for himself a manor at Hanalei quite as magnificent as any he had known in Scotland. So in 1853 he began acquiring tracts of Hanalei land beginning with the Rhodes Coffee Plantation. Wylie attempted to save the coffee plantation:

For ten years (Wylie) doggedly fought against (the) blight which gradually withered the trees. Finally facing reality, he pulled out the dead trees and planted a new crop. sugar. (Hackler 1982:66)

By 1862, Wylie had "constructed an extensive sugar factory and other buildings at the eastern end of the Valley, along the river, importing much of the machinery from Scotland" (Thousand Friends...1987:32) and in 1863 he bought Titcomb's lands, only one piece among the extensive land purchases Wylie made during the early 1860s:

On Feb. 5, 1863, Mr. Titcomb sold out to Mr. Wylie...In all, four pieces of land passed to Wylie, 750 acres at Emma'sville, 1 acre at the landing, Kanoa Pond, 10 A., and Kukia on the opposite side of the river. Wylie had before this, on April 17, 1862, bought the Ahupua'a of Kalihikai, this being the property of A. Keliiahonui, grandfather of Levi Halealea, given to Keliiahonui by an old ahi. On Oct. 5, 1862, Wylie bought at public auction from J.W. Austin and Chas. Kanaina (Guardians of W.C. Lunaliho) the Ahupua'a of Kalihiwai. (Wilcox 1991:14)

Wylie's land purchases and substantial investment in the development of his sugar operation reflected the brilliant future he envisioned for his estate. He intended to name as heir to his lands the young "Prince of Hawaii" (*Ko Hoku o Hawaii*) Albert Edward Kaukeaoouli Leiopepa a Kamehameha, who had been born in 1858, the son of King Kamehameha IV and Queen Emma. It was after a visit by the royal family to Hanalei in 1860 that Wylie named the estate "Princeville". He resolved to petition the king to proclaim the estate the "Barony of Princeville" - making it a fit legacy for the prince - but his plans were undone in 1862 when Albert died at the age of four. Wylie himself died

three years later. The estate and plantation were discovered to be deeply in debt and in 1867 Wyllie's lands were auctioned for \$40,051.50 to Elisha Hunt Allen who, like Wyllie, was an official of the Hawaiian government.

The Princeville Plantation continued in operation - in 1872 the average crop was 400 tons, capacity of the mill, 1,000 tons (Wilcox 1991:18) - under changing ownership until the 1890s.

A Hawaiian Government survey map of 1885 indicates sugar cane growing on both sides of the Hanalei River, extending *mokai* near its mouth at Hanalei Bay as well as up in the Hanalei uplands and adjacent *ohupua*'s Kalihikai. While this map does not extend as far east as the project area, it shows that most of the plateau north of the Hanalei River was in sugar cane at that time.

By the last decade of the nineteenth century, the difficulties of growing sugar cane at Hanalei were insurmountable:

...the cane had never done well in that cool, wet climate. Much of it rotted in the lower fields; the upper fields were, it is said, not plowed deeply enough and at times there was not water enough to flume the cane down to the mill (Wilcox 1991:18-19)

The company failed; the last crop was harvested in 1893. By 1899, Albert S. Wilcox had secured control of all the plantation. The lower lands were rented out to Chinese rice-planters, and the upper lands between Hanalei and Kalihikai were planted to imported grasses and turned into a cattle-ranch" (Wilcox 1991:19). Wilcox would later, in 1916, sell the land to Lihue Plantation Company and W.F. Sanborn (Wilcox 1991:19).

Where, half a century earlier, William Alexander had viewed the Hanalei Valley dominated by coffee plantations, a visitor in the 1890s would come upon an entirely transformed landscape. Eric A. Knudsen, recounting a trip around Kauai in 1895, presents the view of Hanalei as his party approached from Kalihikai *Ahupua*'a:

We... were glad when we reached the great valley of Hanalei. The road in those early days almost dived straight down to the bridge. It was steep and in wet weather very slippery...

About half way down, the valley began to open up. Rice fields and taro patches covered the flat bottom lands as far as the eye could see...the view to our right, the winding river with a barge loaded with rice slowly drifting down on its placid surface, and beyond the great sweep of sandy beach, were a truly inspiring sight. (Knudsen 1991:153)

Knudsen's account reveals significant features of the Hanalei landscape during the last years of the nineteenth century. The bridge which now spans the Hanalei River from the government road was a recent development. Until the 1880s, as noted in a tourist guide of

that decade, there was no bridge over the river but there was a "ferry opposite the Princeville Plantation, where passengers, cattle, teams, etc., can pass the river free of charge, the ferry being supported by the Government and the Princeville Plantation, jointly" (in Thousand Friends...1987:58-59).

The rice fields of the 1890s had been expanding during the previous decades as sugar declined. Upon completion of their contracts with the plantation, a number of the immigrant Chinese laborers remained in Hanalei, many becoming merchants or rice farmers, the existing taro *lo*'i providing a ready foundation for conversion to rice paddies.

A market for rice in California had developed in the mid-nineteenth century and Chinese immigration to the islands also accelerated, a domestic market. The Princeville Plantation Company began leasing out their land for rice farming in the 1870s. The plantation ended up leasing 300 acres to Chulan and Company at \$20 per acre, per year (Hackler 1982:80). By 1892, 760 acres of Hanalei Valley were under cultivation of rice, comprising the largest single rice-producing locality in the Hawaiian Islands (in Thousand Friends...1987:116). Maps of the 1890s show six rice mills in the valley.

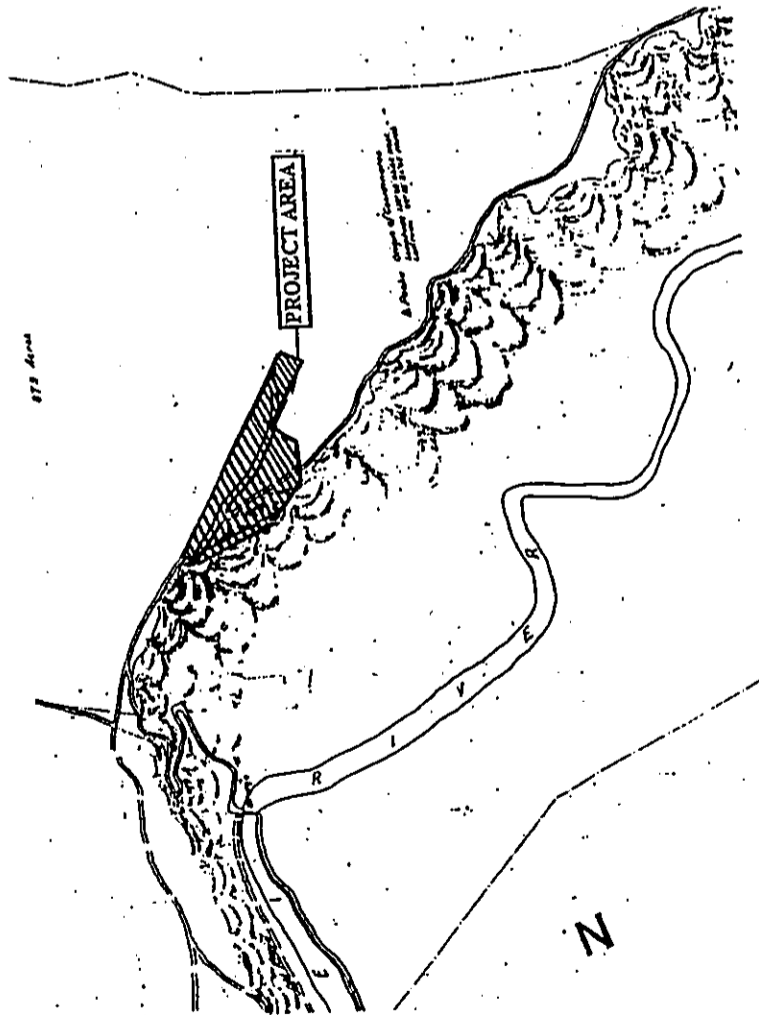
The transformation of Hanalei Valley from sugarcane to rice growing during the second half of the nineteenth century reflected the increasing Chinese population at Hanalei. Government censuses at Hanalei recorded 164 Chinese in 1866, 132 in 1872, 265 in 1878, 489 in 1884, and 689 in 1896 (*Ibid.*:116). Government censuses also document the declining native Hawaiian population of Hanalei during the second half of the nineteenth century: there were 1926 Hawaiians in 1883, 1600 in 1860, 1949 in 1866, 1403 in 1872, 578 in 1878, 795 in 1884, 860 in 1890, and 679 in 1896 (*Ibid.*:121). Presumably some of those Hawaiians in the 1890s continued to farm the remaining taro *lo*'i that Eric Knudsen noticed amidst the rice fields in 1895.

E. 1900 to the Present

Sometime between 1893 and 1904 a new road appears to have been developed through the project area. The 1893 map (Figure 6) shows the major route to Kalihikai heading east from the vicinity of the project area passing well to the north of Po'oku. The 1904 map, also by "Wall" (Figure 6) shows the main route hugging the west edge of the bluff passing to the south of Po'o Ku.

During the first decade of the twentieth century, rice-farming by the Chinese continued to be the focus of large-scale economic activity in Hanalei.

Two significant structures, which still exist, were constructed at Hanalei in 1912: the pier at the mouth of Hanalei River and the bridge spanning the river. The pier is described, in an application for placement on the National Register of Historic Places, as a "wooden deck...built during a period of economic prosperity in the area, primarily the result of a thriving rice industry" which "replaced an earlier shorter pier and primarily was employed for the shipment of rice."



While the new pier reflected the current flourishing rice-based economy of the valley, the construction of the bridge - replacing the wood bridge Eric Knudsen had crossed in 1895 - would provide an impetus to further change within Hanalei. An application for placement on the National Register of Historic Places notes that the construction of such a substantial steel bridge "helped stimulate the economic and social growth of the then relatively isolated North Shore" of Kauai. The facilitated access in and out of the valley may have accelerated a development begun in the late nineteenth century: the building of vacation houses along the Hanalei beach to take advantage of the pleasant breezes and spectacular water views.

Rice farming declined sharply throughout the Hawaiian islands after the first decades of the twentieth century as lower-priced rice grown in California inundated the market. Chinese rice planters at Hanalei and elsewhere began selling their fields to immigrant Japanese rice growers.

In the 1930s, the Agricultural Extension Service of the University of Hawaii began a program to increase rice production at Hanalei, resulting in a brief "resurgence in rice cultivation"; acreage in Hanalei increased from "769 in 1933 to 1088 in 1934," and by 1936 Hanalei "produced over two-thirds of all rice in Hawaii, almost all of it for consumption within the Territory" (Thousand Friends...1987:117-118). It is this rice-dominated Hanalei landscape that E.S. Craighill Handy, in his 1940 study of planting areas throughout the Hawaiian islands, describes as it appeared in the 1930s. Handy's account is especially valuable as he notes both present usages, based on his field observations, and former usages, based on information from native informants:

The land named Paele in the great bend of the river east of the bay, which used to be in rice or taro, is now used for pasture. The broad area inland from the river, named Kahanawai, is now planted with rice, except for the flats adjoining the base of the hill. According to Sheriff Lois, this area was only partly developed in terraces in ancient times. In the 1880's, the land just above the highway was planted in sugar cane, which gradually extended far up Hanalei Valley. Subsequently much of this land, which had not previously been in terraces, was cut up by the Chinese into paddy fields. It was only in the flats of Hanalei Valley proper that terraces were continuous in the old days. At present, rice paddies are continuous for 1.3 miles from the highway bridge where the Hanalei River turns east; another sizable rice patch lies four tenths of a mile beyond, the land between being neglected. Beyond this farthest rice plantation the Hawaiian homesteads commence. A few Hawaiians and other homesteaders plant a little taro for home consumption. It is said that there are numerous areas of abandoned small terraces farther in the interior. (Handy 1940:72)

Handy's description suggests that by 1930s, Hanalei Valley comprised a patchwork of shifting idle and active agricultural fields and pastures which reflected the vagaries of decades of shifting economic pressures.

Figure 6 Portion of Wall Map of 1904 Showing a Route Passing Through the Project Area and South of Po'o Kū Heiau

While Handy asserts that taro farming survived in the 1930s only as a subsistence crop for a few Hawaiians and other homesteaders" other sources suggest that the taro-growing area at Hanalei was somewhat more expansive: a U.S. Department of Commerce census of agriculture of 1939 recorded 108 acres in taro at Hanalei, comprising fully one-fifth of the total 529 acres in taro throughout Hawai'i (in *Thousand Friends*...1987:118). As the Japanese farmers phased out rice production in the 1950s and 60s, they converted their fields to taro *lo'i*. By the late 1980s, taro-growing, which once dominated the traditional Hawaiian landscape, was firmly re-established within Hanalei.

Beginning in the 1960s, the Princeville area began its evolution as a major resort and condominium complex which continues at the present. At the same time:

...the Federal government became a partner in shaping land use in the Hanalei Valley...by working with the Princeville Development Corporation to acquire land for the U.S. Fish and Wildlife waterbird refuge. The refuge has a supportive policy of continued taro production and the maintenance of the irrigation system and existing houses and farm outbuildings. (*Thousand Friends*...1987:10)

The Hanalei National Wildlife Refuge was established in 1972 to provide feeding and nesting areas for endangered Hawaiian water birds including the coot, stilt, gallinule and duck. It encompasses 917 acres of Hanalei Valley, including 70 acres of ponds, 600 acres of forest and mountain areas, and as of 1993, 125 acres of commercial taro fields.

More recently, severe hurricanes ("Iwa" in 1982 and "Iniki" in 1992) have demonstrated the precariousness of human development within the Hanalei environment, just as natural disasters thwarted the efforts of newly-arrived nineteenth century entrepreneurs. However, the endurance of taro through the changes documented above and its flourishing today may preserve the memory of pre-contact Hanalei.

F. Land Use Patterns in Project Area and Vicinity

The project area is completely within the Hanalei *Ahupua'a*, however its topography correlates to post-contact land use patterns of Kalihikai and Kalihiwai *ahupua'a* as well as Hanalei *Ahupua'a*. Its location on the eastern bluff above the river valley, sets the project area apart from the irrigated lowlands, associated with the agricultural pursuits of both pre- and post-contact periods. Numerous accounts attest to extensive Pandanus groves in the uplands of Hanalei, Kalihikai and Kalihiwai in the early nineteenth century (Alexander, 1991; Lydgate, 1991; King, 1991; Bird, 1890). William DeWitt Alexander (1991:124) describes these groves during a trip around the island in 1849, "Five more miles of riding through woods of bala, brought us to the tip of the hill that overlooks Hanalei Valley...". William T. Brigham visited Kaua'i in 1865 and also commented on the extensive Pandanus, "Vast numbers of Pandanus cover the hillsides and grow so luxuriantly as to furnish an admirable shelter from the rain" (Lydgate, 1991:139).

Prior to western contact, this area may well have been used for gathering as part of the Hanalei *Ahupua'a* land open to all *ahupua'a* members. Economically viable plants have been identified in association with archaeological remains on the lower slopes (25 to 125-foot elevation) of the valley ridge (see Previous Archaeology Section) just below the project area. These have been associated with dry land or *kuia* lands to supplement the crops growing in the adjoining terraces (Clegghorn, 1979; Schilt, 1980). The Pandanus groves of the upper slopes of the valley wall would have been another resource for residents of Hanalei *Ahupua'a*. Residents would not have to travel so far *mauka* to find the *hala* needed for their mats, etc.

There was another reason the residents of Hanalei would have valued the eastern bluff of Hanalei Valley, Po'oku *Hei'ou*. Although very little is known about the *hei'ou*, there is some evidence this *hei'ou* played an important role in the pre-history of Hanalei. Besides being physically situated on the eastern boundary of Hanalei Valley, the *hei'ou* was constructed in a strategic location for fortification (see description of *hei'ou* in Previous Archaeology Section). Bennett discusses the benefits of using hills to construct *hei'ou*, "Hilltops are favorable sites for making an imposing structure with the minimum labor" (Bennett, 1991:39). Po'oku Hei'ou is constructed out of an old volcanic vent and has the highest elevation of all landmarks nearest the road, giving one a commanding view of the Hanalei Valley as well as a good view of the adjacent Kalihikai *Ahupua'a* uplands. Ching's work on Po'oku *Hei'ou* in 1974 presented the story of a local informant describing the site being used as a fort during a threat of warfare from a neighboring chief (Ching, 1974).

The small river stones found on this *hei'ou* date back to a time when the chief of Waimha Valley threatened to make war on the chief of Hanalei. The people of Hanalei formed a long line, extending from Po'oku to Hanalei River. Directly below Po'oku is a shallow rapids, it is from this rapids that stones were collected and passed along this human chain, up the hill to Po'oku. The stones were ammunition for the men of Hanalei, who used them in their slings, to ward off attack (*Ibid*, 1974)

This description reveals that at least one function of the *hei'ou* may have been as a fort.

The first recorded use of the uplands of Hanalei, Kalihikai and Kalihiwai by a non-Hawaiian was in 1831. The British Consul of the Sandwich Islands, Richard Charlton, was awarded the use of land to feed his livestock at "Hanalei", Kaua'i by the Governor of Kaua'i, Kaikio'ewa (Wilcox, 1991). This land use agreement set a precedent for all historic land use in this area thereafter in that *ahupua'a* boundaries were not recognized. In the agreement, no land boundaries were specified and apparently there was no limit to the range of the cattle. The only stipulation other than the conditions of exchange was that the cattle be kept from cultivated lands. Wilcox (1991:7) describes the cattle ranging over the slopes, between Hanalei and Kalihiwai. The Charlton Farm was located approximately 800 m northwest of the project area and it seems probable the Charlton cattle grazed within the project area. This plateau land would be a favorable place to have the cattle as the topography is fairly uniform, descending gradually *mauka-makai* and the uplands are generally removed from the cultivated lands found in gulches and alluvial lands associated with more abundant water resources at lower elevations. Besides failing to fulfill his contract with Kaikio'ewa, Charlton also failed to keep the livestock from encroaching upon

cultivated lands. Earle (1978:149) reports on the mid nineteenth century "decline of *kūlo* farming due to the destruction of gardens by newly introduced cattle" in the region.

In 1845, a French consul of the Sandwich Islands, Captain Jules Dudoit, purchased the lease of the Hanalei uplands from Charlton (Damon, 1931) and continued the cattle operation upon the same Hanalei-Kalihiwai uplands. The sale of cattle and salt beef in Honolulu and to whalerships was supplemented with the production of milk. A visitor in 1850 commented on the "1800 head of fine cattle" on Mr. Dudoit's estate (Damon, 1931:335). This was a tremendous growth over the 100 head of cattle estimated in 1840 and is a logical explanation for the destruction of *kūlo* lands reported above, and native landscape, in general.

At the termination of the lease in 1851, the Dudoit's moved to the Ko'olau District and it is uncertain whether cattle ranching continued in the uplands of Hanalei, Kalihiwai and Kalihiwai. There is some mention of sheep in Hanalei although their grazing lands are not identified (Damon, 1931). In 1853, the Scotsman who served for many years as Minister of Foreign Affairs, Wyllie, began acquiring lands in the Hanalei Valley. He began in 1853 by purchasing the same portion of Hanalei that Charlton had leased. By the time he had acquired the *ahupua'a* of Kalihiwai and Kalihiwai in 1862 and consolidated his lands into the Princeville Plantation, sugar cane cultivation had become his primary agricultural pursuit. Although no sugar cane cultivation was recorded in the project area during William Brigham's 1865 visit to Kaua'i, Brigham did make mention of the pandanus and the grasslands of the Hanalei uplands (Lydgate, 1991). An account of a ride from Mr. Wyllie's Lanihuli House up to Po'oku *Hēiau* is recorded by Brigham in 1865:

The view on all sides was very fine, and as we rode up the ridge next morning over the smooth grassy fields, the almost uncomfortable volcanic presence disappeared, and the land seemed free from Pele's undesirable authority... We rode up the ridge some distance to a mound or small hill which in ancient times was *kapu* and none but the kahunas who dwelt there, or the chiefs, could come onto it on pain of death. On its summit was a pavement, where human sacrifices were offered, and from which the poor victims had a view which even to their eyes must have made them loth to leave the beautiful earth under pleasanter circumstances (Lydgate, 1991: 137).

The earliest record of sugar cane cultivation occurring in the uplands appears on a map of Hanalei from 1886. The map depicts the old Charlton Farm, the road that runs near Po'oku *Hēiau* and sugarcane growing on the east side of Anini Gulch (east of the project area). However, the map does not indicate whether there was sugar cane cultivated in the project area. It remains unclear if the project area was ever planted in sugar, though it is possible. Whichever the case, by the end of the nineteenth century, cane cultivation in the uplands was abandoned (Wilcox, 1991). The uplands were converted back to pastures after the new owner, Albert S. Wilcox purchased the Princeville Plantation in 1899 (Wilcox, 1991: 19).

Lands of the Princeville Plantation were sold again in 1916, this time to the Lihue Plantation (Damon, 1931). Lihue Plantation was not so interested in growing cane, rather

their interest lay elsewhere. "The main object, however, was less the lands than the very valuable water rights which accompany them and to which seven miles of open ditches and tunnelling under the mountains have given free access. This taps the upper sources of the Hanalei River, the largest stream on any of the islands, and was not begun until 1923" (Damon, 1931:918). The cattle ranch operated by Wilcox was maintained by Lihue Plantation until 1969 when Princeville was sold to Consolidated Oil and Gas Corporation of Colorado (Ariyoshi, 1988:25). 900 acres of the Princeville Plantation lands in the Hanalei Valley floor were purchased by the Federal Government in the 1970s with the intention of creating a National Wildlife Refuge. The remainder of the Princeville Plantation in the uplands was converted into a resort-residential community with hotels, condominiums, restaurants and golf courses (Applebaum, 1994:58).

IV. PREVIOUS ARCHAEOLOGY

A. Previous Archaeological Studies in the Vicinity

The first comprehensive study of the archaeology of Kaua'i was undertaken by Wendell C. Bennett (1931) based on field work accomplished in 1928-29. Bennett recorded four sites in Hanalei *Ahupua'a* and two in Kalihikahi *Ahupua'a*:

Site 138 Maheau *Heiau*, on Pu'u Maheau, Kalihikahi, is a paved platform 18 by 21 feet on top of Maheau peak. There is a fine view of the valley and country all around. River stone as well as local rock is used in its paving.

Site 139 Po'oku *Heiau*, on the east bluff of Hanalei valley a short distance from the government road on a knoll marked on the map as "Pooku." Only a few stones remain to mark the location of this *heiau* which Thrum (1906:43) describes as "An unenclosed *heiau* of about two acres in area. Of *luakini* class, terraced down on all sides from the central platform."

Site 140 Kapaka *Heiau*, on top of Kapaka hill on the east bluff of Hanalei valley just within the forest line. Thrum describes this structure as "A paved open platform *heiau* without walls; stones set edgewise traversing through. Kāne its deity. Said to have had connection with Kapinao at Waialua in its workings." This site has had many stones removed, or covered over with vegetation. The river stones seem to cover the top of the hill for a diameter of about 75 feet. The extent of the *heiau* could not be accurately determined. The stones set edgewise traversing through could not be found.

Site 141 *Heiau* and house sites, at Kalama-iki, an old village on the river flats, four miles up Hanalei Valley. There is a stone structure 18 by 20 feet with walls all around 2.5 feet wide and 2 feet high. In front is a paved section extending 5 feet, like a *lanai*, to a drop of 4 feet of the river terrace. The river is 50 feet out in front. Both river stones and rough rocks were used, but no coral was seen. The wall was chunked with smaller stones in front. Taro terraces and house sites are on the plains along the river.

Site 142 Kaapoku *Heiau*, inland from Site 141 in Hanalei Valley. This small shrine consists of a paved platform 18 by 20 feet made of rough stones. A village was across the stream.

Site 143 Ditch and house sites, across the river from Site 142 in Hanalei Valley. Site also includes taro terraces and a ditch that runs from 0.5 mile or so up the stream to water this plain. The water comes through

a big rock which is conveniently cracked. The legend runs, that Pele sent lightning to split the rock so that the people could get the water down to the fields. Upstream from here a large, overhanging rock forms a natural shelter. It has been built up along the front a bit. The house sites of the solidly paved type, as well as those merely outlined with stones, are found. (Bennett 1931:134-35)

Of all these *heiau*, Po'oku *Heiau* has the most proximal location, situated approximately 300 m southeast of the project area (Figure 7). Subsequent work on Po'oku *Heiau* was carried out by Ching in 1974 during an island wide survey for the Division of State Parks, Historic Sites Office (Ching, 1974). Ching distinguished three approximately one meter high earthen terraces. He also noted a scattering of stones over the terraces and a possible alignment of stones on the southeast side of the *Heiau*. Ching alludes to the possible connection between the Maori *pa* forts and Po'oku *Heiau*.

Po'oku *Heiau*, Site 50-30-03-139, was placed on the Hawaii Register of Historic Places in 1974 as a valuable, local Hawaiian Site. Problems over land owner notifications led to the removal of the site from the Register in 1980. At present, the *heiau* is part of privately owned Princeville Corporation.

Cleghorn (1979a) conducted an archaeological reconnaissance survey of 620 acres of Princeville Corporation property in the Hanalei and Kalihikahi *ahupua'a*, including a portion of the current project area. The one site encountered was an upright boulder and semicircular area excavated into a ridge slope directly above Anini Gulch approximately 1.4 kilometers north of the present project area. Although no new surface sites were found near the current project area surveyed, Cleghorn recommended further archaeological investigations at Po'oku *Heiau* in the case of development near the *heiau*.

In 1988, Kikuchi performed inspections for two proposed projects situated adjacent to and within the present project area (Kikuchi, 1988a, 1988b). The first was for a proposed Princeville Corporation's Nursery Staging and Light Equipment Storage Area partially located within a portion of the present project area, on the level land north and west of Po'oku *Heiau*. No archaeological features were identified and examination of the stratigraphy indicated an upper layer of humus overlying "clayey brown soil devoid of rocks", thought to be associated with decomposing lava flows (Kikuchi, 1988b). The second inspection was carried out for the proposed development of lands for the Church of the Pacific. The church project area lies adjacent to and east of the present project area. As in the previous survey, no archaeological features were identified in this property and Kikuchi noted that Po'oku *Heiau* was protected by a wire fence and was "unaffected by both church and nursery construction" (Kikuchi, 1988b).

Po'oku *Heiau* was again surveyed in 1990 in conjunction with the proposed Kāhiō Highway Improvements Project (Quebral and Cleghorn, 1990). In addition, the study addressed the proposed realignment corridor located along Kāhiō Highway between Princeville and Princeville Airport and other portions of land in TMSK 5-03-06: 14 as well as the historical significance of four drainage tunnels associated with the proposed corridor. The drainage tunnels were mapped and no archaeological surface features were identified in the realignment corridor and associated lands. The proposed realignment was determined to have no impact on Po'oku *Heiau*.

In 1993, McMahon conducted an archaeological field inspection of Po'oku Heiau to address the adverse impacts of Princeville Corporation's nursery operation on the heiau. McMahon determined that the nursery had impacted the heiau with a road cut at the nursery entrance and along the southern boundary of the heiau. McMahon also noted other impacts including a trig station directly on the heiau, Kapaka Road impacting terraces on the east and south sides and motor vehicle activity directly on the heiau. Recommendations were made to protect the heiau including creating a buffer zone and installing a fence around the heiau, clearing the site of dense vegetation and erecting interpretive signs.

Detailed archaeological study of specific areas within Hanalei Ahupua'a commenced in the 1970s. The remnants of Fort Alexander - constructed in 1816-17 (see Historic Background section of this report) on Pu'u Poa Point above the east side of Hanalei Bay - was the subject of a field inspection by Rosendahl (1973) and mapping and test excavation by McCoy (1973). The fort is described as a "roughly oval, earthen-wall outline with a maximum interior diameter of 110 meters along a NE-SW axis" within which are "two stone outlines, situated on low earth mounds" (McCoy 1973:1-2). Excavation revealed "little material evidence for many troops and lengthy occupation," suggesting that the "fort was never completed" (McCoy 1973:7). Subsequently, a preservation and interpretive display plan for the fort was prepared (Hammett and Shideler 1990).

Also during the 1970s Timothy Earle (1978) conducted a study of irrigation systems and ponds of the Halele'a District. Within Hanalei, Earle recorded six modern irrigation systems. Additionally, he recorded two archaeological sites. Site Ka-D10-9 was a "fishpond (Kamo'omai) located at the mouth of the small Waieia stream" consisting of, as shown on a nineteenth century sketch map, a "sea wall...constructed across the mouth of the valley to create a 1.64 ha fishpond" with a "small area of taro...cultivated to one side of the pond, and coconut and breadfruit trees [growing] along the edge" (Earle 1978:100). At the time of Earle's study, the site was "distinguished by a marsh and fragments of the old sea wall" (ibid.). Site Ka-D10-10 was an irrigation site located "just east of the Anini stream" with the ditch comprising the "only feature preserved at the site"; pondfields, no longer preserved, were located "below the ditch line and facing the sea," and apparently were "constructed almost down to the shoreline" (ibid.:100-101).

Cleghorn (1979b) conducted an extensive survey of most of the Hanalei Wildlife Refuge. The survey recorded twelve prehistoric or historic age sites, two of which are located just outside the current project area. Site 9 was identified between 25 and 125 ft elevation, just below the 250 ft. elevation boundary of the current project area. Site 9 (later given State Site No. 50-30-03-1016) was described as "an extensive, discontinuous terracing system on ridges between four small streams, covering an area of approximately 80.0 by 250.0 m. Some of the terraces are simply bounded by single-stone alignments, while others have terrace facings approaching 2 meters in height" (Cleghorn, 1979:11). In addition, Cleghorn mentions a possible habitation feature and several economically viable plants in the area such as *ti*, *hala*, banana, breadfruit and feral taro. Cleghorn concludes this site was prehistoric and may have been irrigated by small streams draining within its boundaries (Cleghorn, 1979:16). Site 10, later given state site number 50-30-03-1016 was described as an L-shaped wall, measuring approximately 20.0 by 50.0 m by 0.3 m high located north of site 9.

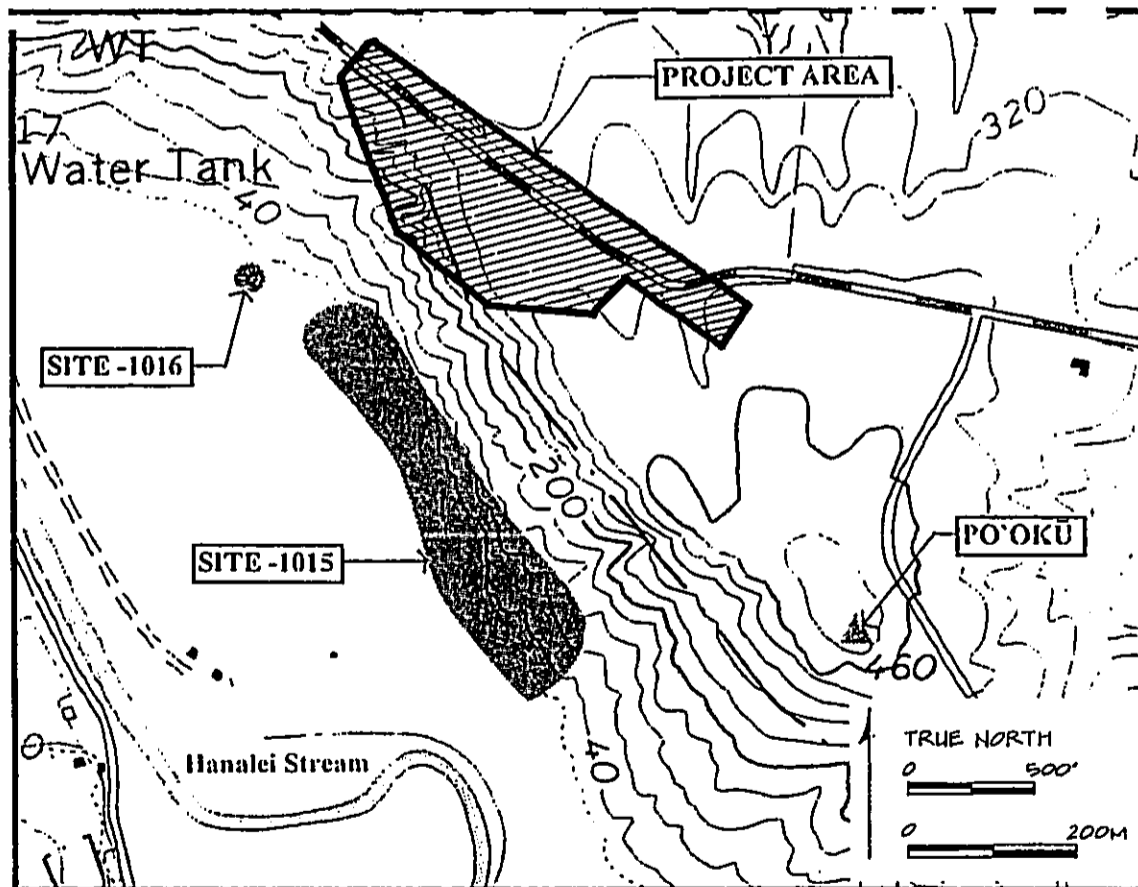


Figure 7 Map showing Relationship of the project area to Po'oku Heiau and Site 50-30-03-1016

Subsequently, Schilt (1980) accomplished a survey and test excavations in "specified areas" of the Wildlife Refuge to mitigate "potential impacts upon archaeological resources of the proposed construction of an irrigation pipeline and access roads in the Refuge" (Schilt 1980:1). Expanding upon the Clegghorn survey, Schilt's survey noted a "total of 21 sites now recorded in the Refuge" including: two prehistoric habitation sites, four historic habitation sites, and 17 agricultural sites" (Schilt 1980:58-59). Site 50-30-03-1015 (listed as Site D10-20) was re-surveyed and its extent was further defined as 460 m. northwest-southeast and c. 100 m. southwest-northeast. Tentative maps were made of the site which included extensive terracing and two enclosures. A possible *popamū* or *kāne* board was found north of the larger of the two enclosures. Schilt concluded that the lack of *auwai* construction indicated the stone faced terraces found on sloped faces were probably used for dryland crops (Schilt, 1980:41). Schilt noted that "Hanalei was likely one of the earliest valleys settled in the district," based on radiocarbon dating of a sample from Site D10-12, an earthen *lo'i* complex, which "yielded the earliest date, A.D. 610±96, yet available for a *lo'i* context on Kaua'i or in Hawai'i" (*ibid.*:75).

Shapiro (1993) conducted a surface inventory survey and test excavations for the 915 acre Hanalei National Wildlife Refuge in the Halele'a District associated with proposed developments within the refuge. This inventory survey included visiting and updating previously recorded sites, a systematic survey of the project area, six backhoe trenches and test excavations at four sites. Preliminary results of the survey included 13 newly identified archaeological sites and two newly identified "find spots" (consisting of ambiguous flats on the ridge of slopes resembling agricultural earthen terraces). Deposits from backhoe trenching revealed buried pondfields in five of six trenches excavated in historic and prehistoric *lo'i*. Test excavations were carried out in three enclosures and one rock-lined terrace. Preliminary results indicate that enclosures and terraces may have been associated with habitation rather than agriculture, as was previously suggested. One test pit was excavated in Site 50-30-03-1015, located just downslope (at approximately 125-foot elevation) from the present project area. Shapiro (1993:4) suggests the basal waste flakes discovered were probably indicative of habitation rather than agriculture, and the large upright stone and feature area may relate to religious activity at the site.

These three studies (Clegghorn 1979, Schilt 1980, and Shapiro 1993) are of particular relevance to the present study owing to their documentation of the extensive site complex 50-30-03-1015, located just downslope (between 25 and 125 ft elevation) from the present project area. These site complexes were probably used into the historic period as Shapiro suggests and probably conform to the fenced areas on Wall's 1893 map (see Figures 5 & 7).

During the 1980s, archaeological studies of Hanalei focused on Hanalei areas specific to projected development or improvement. Athens (1981) surveyed three archaeological sites located along the beach fronting the Hanalei Bay Resort; the sites were: an alignment or possible platform, a stacked-stone wall, and an agricultural field. Hammatt, Ida and Folk (1981) conducted a survey of Kamo'omaika'i (Site Ka-D10-9) "in response to a proposal to fill a portion of the present marsh and construct fishponds." Athens (1983) conducted archaeological excavations at Site KA-D10-12 within the Hanalei National Wildlife Refuge, first located by Clegghorn in 1979, and tested by Schilt in 1980; Athens' work "revealed two stratified pondfield layers...The lower layer...produced three late radiocarbon dates, indicating that pondfield construction and use occurred during the 18th century" (Athens

1983:3). Hammatt and Borthwick (1986) performed an archaeological reconnaissance of upper Hanalei Valley, including over five miles of the river valley from Ka'apoko Stream to Hanalei Homesteads. Fourteen sites - including prehistoric terraces, shelters and platforms, and historic house sites and irrigation features - were located on "both sides of the river...concentrated on the level point bars adjacent to the channel"; additional sites were surmised to exist extending upslope outside the project area (Hammatt and Borthwick 1986:53).

In the mid-1980s, Land and Community Associates was contracted to undertake a "cultural landscape survey" of Hanalei *Ahupua'a* (Thousand Friends...1987). The study, which included fieldwork, historical background research, and oral histories, included documentation of "396 separate taro terraces (*lo'i*), 81 historic structures and 3 major irrigation systems" (1000 Friends...1987:12).

Into the 1990s, archaeological study within Hanalei continued to be restricted to development-specific areas. Kikuchi (1992) conducted further study at Kamo'omaika'i fishpond, concentrating on coring and palynological analysis of the pond. Kikuchi suggests that the fishpond was "probably not successful...[due] to deleterious natural forces, such as tsunami, storms and floods...; the presence of a fresh water environment; and a relative lack of a strong native political power in the Hanalei area" (Kikuchi 1992:56). Spear (1992) conducted an archaeological inventory survey of a 25,000 sq. ft. portion of St. Williams Church property (TMK 5-5-02-37) planned for development; testing revealed "both pre- and post-Contact deposits which have been given State Site Number 50-30-03-1877" (Spear 1992:16). Bordner (1994) conducted an archaeological reconnaissance survey with subsurface testing of Hanalei Garden Farms properties (UNTT (TMK) 5-4-4-105-4-4-9); only an "early 20c. mill foundation and a possible agricultural feature" were located (Bordner 1994:1).

In 1996 Hammatt *et al.* performed an inventory survey of a nearby 20-acre property along the bend in the Hanalei River on the east side of the river. This project included subsurface testing and coring of wetland deposits with exploratory pollen analysis. No archaeological materials were encountered but the core analysis documented the occurrence of intact pre-contact marsh deposits.

B. Anticipated Finds

As previously pointed out, portions of the project area had been subject to previous archaeological studies (Clegghorn 1979a, Kikuchi, 1988a, 1988b) which had identified no sites in the vicinity of the project area on the top of the plateau east of the Hanalei river valley other than the previously identified Po'okū *Hei'ou*. No historic use of the area other than grazing, the construction of a road circa 1900, and Princeville Resort activities was indicated. Although their were indications that Po'okū *Hei'ou* might be rather large (Thrum 1906:43; McMahon 1993) the distance (300+ m) from the project area suggested no connection. Although significant sites were previously documented (Clegghorn 1979, Schilt 1980, and Shapiro 1993) at the base of the slope near the project area (Figure 7) it was thought the valley wall was too steep to support such sites further upslope near the project area. It was thought most likely that any sites would be associated with possible trails and the circa 1900 road (Figure 6) along the upper edge of the cliff.

V. RESULTS OF FIELDWORK

A. Survey Methods

Fieldwork was performed by two archaeologists from Cultural Surveys Hawai'i, Inc., David W. Shideler, M.A. and Anthony Bush B.A. under the overall supervision of Hallett H. Hammatt, Ph. D. on August 16, 2000. Survey coverage was 100%. Fieldwork was by pedestrian sweeps spaced 5-15 m apart depending on ground visibility which ranged from good to poor. No sites were identified.

B. Field Survey Findings

Maps of the project area provided appeared to include a narrow strip on the northeast side of the highway. It was thought that there might possibly be some slight widening of this *makai* side of Kaunualii Highway to accommodate the proposed scenic overlook. This *makai* margin of the highway is all graded with the Princeville Golf Course lawn extending to the edge of the highway (Figure 8). This *makai* side of the highway clearly has no surface archaeology and was evaluated as having virtually no chance for significant subsurface cultural deposits.

The portion of the project area immediately adjacent to the south and southwest side of the highway was a relatively level plateau varying from 90 m (300 feet) wide at the east end to only 15 m (60 feet) wide at the west end. The portion lying immediately adjacent to the highway was graded level and maintained in short cropped grass. (Figures 8 and 9). This *mouko* strip along the highway clearly has no surface archaeology and was evaluated as having virtually no chance for significant subsurface cultural deposits. Much of the southeastern portion of the project area was used as part of the Princeville Corporation nursery circa the 1970s. This area was all previously rather-massively graded with ample evidence of nursery infrastructure (weed block fabric, sprinkler system, hundreds of black plastic pots apparent). Although relatively recently abandoned this area was quite lush with *Wedelia trilobata*, tall grasses, *Asystasia gangetica*, and a variety of exotic plants - many having rooted through the base of still extant plastic pots. The northwestern portion of this plateau was largely in strawberry guava and christmasberry.

The southern and southwestern portion of the project area was a quite steep soil cliff (Figures 10 and 11) on which the dominant vegetation was overwhelmingly a thicket of dense to extremely dense *Waiwai* or strawberry guava (*Psidium cattleianum*) with some *hau* (*Hibiscus tiliaceus*), *halo* (*Pandanus odoratissimus*) and cats-claw. On this upper slope the only apparent modification observed were three scattered earthen terraces, each approximately one-meter wide and four meters long parallel to the contour. While it is possible these are natural step erosion features on these soil ridges, the similarity in size and orientation on ridges with southern exposures suggested that they were deliberately created for *Cannabis* cultivation. While no grow-pots or trails leading to these earthen terraces were observed it was thought most likely that they were created by persons involved in small scale illicit production in the distant past.

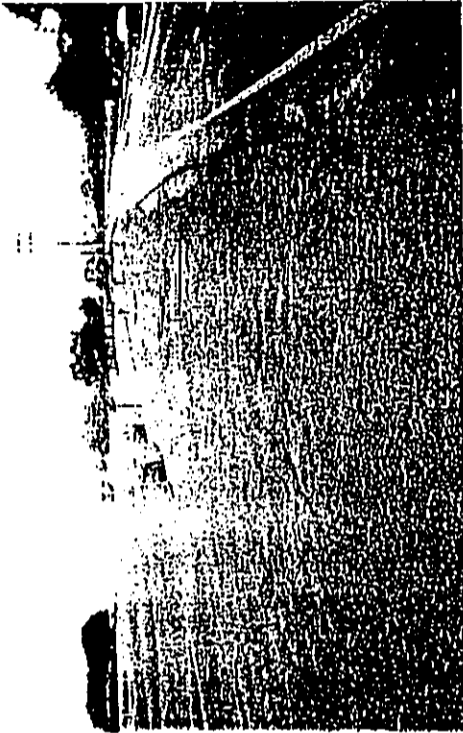


Figure 8 General View of the Area Makai (Northeast) of the Highway Adjacent to the Project Area which is a Portion of Princeville Golf Course (View to ESE)



Figure 9 View of Northwest Portion of the Project Area, Steep Cliff Immediately to the Right (View to ESE)



Figure 10 View of West Central Portion of the Project Area (View to WNW)

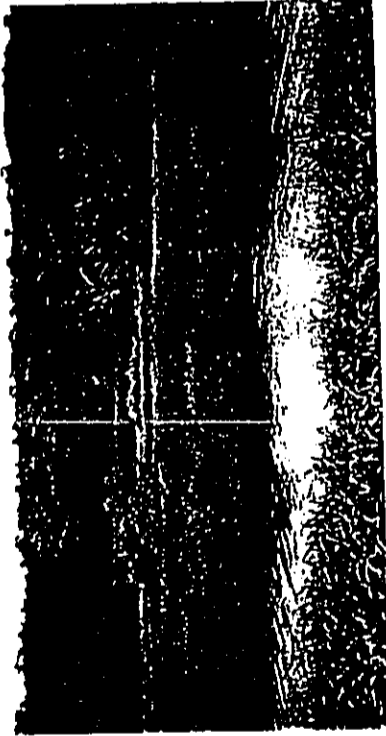


Figure 11 General View of the Southwestern Portion of the Project Area from West of the Hanalei River (River in Foreground, View to NE)

The only rock observed within the project area was in the northwestern cliff area but these boulders may have been pushed down from grading up on the plateau.

No sign of pre-contact land alteration was observed anywhere in the project area. No sign of historic land alteration pre-dating the nursery of circa the 1970s was observed (other than the highway itself). Our assessment in the field was that the potential for significant subsurface deposits was virtually nil.

The sweeps of the cliff extended down to an estimated elevation of 250-feet in an area of relatively uniform dense *Waiowai* on a steep slope. Although the "large upper flat...situated c. 125 ft above sea level" (Schilt 1980:41) in a relatively open area of large mango trees upon which site 50-30-03-1015 is located should have been close, no sign of this site complex was observed. The site 50-30-03-1015 complex was identified between 25- and 125-foot elevation (Cleghorn 1979:11) and is understood as approximately 125 ft in elevation below the present project area at a distance downslope of approximately 100 - 150 m.

A focus of the fieldwork was to examine the relationship of the project area to State site 139 Po'okū Heiau. To briefly review previous studies of the heiau, T. G. Thrum (1906:43) described this as "An unenclosed heiau of about two acres in area. Of Luakini (1931) visited the site class, terraced down on all sides from the central platform." Bennett (1931) visited the site but noted that "only a few stones remain." Ching (1974) distinguished three approximately one meter high earthen terraces and a scattering of stones over the terraces and a possible alignment of stones on the southeast side of the heiau. Kikuchi (1988b) visited the site in 1988 and concluded Po'okū Heiau was "unaffected by both church [Church of the Pacific] and [Princeville Corporation] nursery construction." McMahan (1993) however determined that the nursery had impacted the heiau with a road cut at the nursery entrance and along the southern boundary of the nursery. McMahan also noted a trig station directly on the heiau and that Kapaka Road impacted terraces on the east and south sides.

The vicinity of the trig station was reconnoitered in an attempt to demarcate boundaries of Po'okū Heiau. Aside from the stones incorporated within the trig station on the summit, very few stones were observed anywhere in the vicinity. It was concluded that Po'okū Heiau was a largely natural landscape feature with minimal modifications which appear to have been primarily modest leveling of earthen terraces. Aside from the highest point itself (occupied by the trig station) the focus of the heiau appeared to be on the east side, taking advantage of the spectacular vistas offered in that direction. While the boundaries of this site were not clearly discernible, inasmuch as the nearest point of the project area lies more than 300 m (1,000 feet) northwest from the summit/trig station of Po'okū and given that the modifications of the hill appear to be primarily in the opposite (east or southeast) direction, it appears certain that the proposed development will not adversely effect Po'okū Heiau at all.

CONCLUSIONS

Historic research indicated no historic properties within the project area other than a road constructed sometime between 1893 and 1904 running along the edge of the bluff. The project area was subjected to a 100% pedestrian archaeological inventory survey and no surface archaeological sites of any kind were identified. The potential for subsurface archaeological deposits is regarded as exceedingly low. No significant archaeological sites are believed to exist within the area.

Any possible impact to Site 139, Po'okā Heiau was specifically evaluated and it was concluded that this project will have no impact on Po'okā Heiau which lies more than 300 m distant and appears to be oriented toward the opposite direction.

It has been noted that an archaeological site (60-30-03-1016) complex was identified between 25- and 125-foot elevation (Cleghorn 1979:11) and is understood as approximately 125-feet in elevation below the present project area at a distance down a steep slope of approximately 100 - 150 m. Efforts should be made to avoid adverse impact to this site complex during project construction to avoid both direct impacts such as bulldozer push and secondary impacts from run-off.

If in the exceedingly unlikely event that any burials or other significant finds are unearthed in the course of excavation all work in the vicinity should stop and the State Historic Preservation Division should be immediately notified.

VI. REFERENCES CITED

- Alexander, William Patterson.
1931 "A Tour of Kauai 1849, Private Journal of William Dewitt Alexander" in *The Kauai Papers*, Kauai Historical Society, Honolulu.
- Athens, J. Stephen
1983 *Prehistoric Pondfield Agriculture in Hawaii: Archaeological Investigations at the Hanalei National Wildlife Refuge, Kauai*, IARI Inc., Honolulu, HI.
- Athens, J. Stephen
1981 *Report on Three Archaeological Sites at the Hanalei Bay Resort, Princeville, Kauai* (TMK 5-4-417), Bishop Museum, Honolulu, HI.
- Bennett, Wendell C.
1931 *The Archaeology of Kauai*, Bishop Museum Bulletin 80, Honolulu, HI.
- Bingham, Hiram
1847 *A Residence of Twenty-One Years in the Sandwich Islands*, Huntington, Hartford CN., Convers, N.Y.
- Bird, Isabella L.
1890 *Six Months in the Sandwich Islands*, First Edition, 1890 by John Murray, London
- Bordner, Richard M.
1984 *Archaeological Reconnaissance and Subsurface Testing for Hanalei Garden Farms Unit* (TMK 5-4-4-9; 5-4-4-10). Social Research Systems Co-op, Honolulu, HI.
- Ching, Francis K.W.
1974 *State of Hawaii Department of Land and Natural Resources Inventory of Historic Sites Records, Sites 50-30-01-6 through 17*, on file at State Historic Preservation Division, Honolulu, HI.
- Cleghorn, Paul L.
1979a *Archaeological Reconnaissance Survey of Princeville Lands, Hanalei, Kauai* (TMK: 5-3--6:2a,b,c), B.P. Bishop Museum, Honolulu, HI.
- Cleghorn, Paul L.
1979b *Archaeological Reconnaissance Survey Within the Hanalei Wildlife Refuge Hanalei, Kauai* B.P. Bishop Museum, Honolulu, HI.
- Coulter, John Wesley and Chee Kwon Chun
1937 *Chinese Rice Farmers in Hawaii*, UH Research Publications, Number 16, University of Hawaii, Honolulu, HI.

- Damon, Ethel M.,
1931 *Koamalu, A Story of Pioneers on Kauai and of What They Built in That Island Garden*, Honolulu Star-Bulletin Press, Honolulu.
- Earle, Timothy,
1978 *Economic and Social Organization of A Complex Chiefdom: The Halealea District, Kauai, Hawaii*, Regents of The University of Michigan, Ann Arbor.
- Fitzpatrick, Gary L.
1986 *The Early Mapping of Hawaii: Palapala oia*, Editions Limited, Honolulu, HI.
- Foote, Donald E., E.L. Hill, S. Nakamura and F. Stephens
1972 *Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii*, U.S. Dept. of Agriculture, U.S. Government Printing Office, Washington, D.C.
- Giambelluca, Thomas W. et al.,
1986 *Rainfall Atlas of Hawaii*, Department of Land and Natural Resources, Honolulu, Hawaii.
- Glick, Clarence E.
1980 *Sojourners and Settlers: Chinese Migrants in Hawaii*, Hawaii Chinese History Center and The University Press of Hawaii, Honolulu, HI.
- Hackler, Rhoda E.A.
1982 "Princeville Plantation Papers," *The Hawaiian Journal of History*, Vol. 16: 65-85.
- Hammatt, Hallett H. and Douglas F. Borthwick
1986 *Archaeological Reconnaissance of Upper Hanalei Valley, Halealea Kauai*, Cultural Surveys Hawaii, Kailua, HI.
- Hammatt, Hallett H., Rodney Chiofioji, Leilani Pyle and Victoria S. Creed
1997 *Archaeological Inventory Survey of a 1.23-Acre Property in Hanalei, Halealea, Kauai* (TMK 5-5-01:14-17), Cultural Surveys Hawaii, Kailua, HI.
- Hammatt, Hallett H., Rodney Chiofioji, Leilani Pyle and Victoria S. Creed
1996 *Archaeological Inventory Survey of a Property in Hanalei, Halealea, Kauai*, (TMK 5-4-04:09), Cultural Surveys Hawaii, Inc., Kailua, HI.
- Hammatt, Hallett H., Gerald K. Ida, and William H. Folk
1981 *Archaeological and Ethnohistorical Survey of Kamo'omaika'i Fishponds, Hanalei, Halealea, Kauai Island*, ARCH 14-17 I, Lawai, Kauai, HI.
- Hammatt, Hallett H. and David W. Shideler
1980 *A Preservation and Interpretive Display Plan for Fort Alexander, Princeville, Kauai*, Cultural Surveys Hawaii, Kailua, HI.
- Handy, E.S. Craighill and Elizabeth G. Handy
1972 *Native Planters in Old Hawaii: Their Life, Lore, and Environment*, B.P. Bishop Museum Bulletin 233, B.P. Bishop Museum, Honolulu, HI.
- Joesting, Edward
1984 *Kauai: The Separate Kingdom*, University of Hawaii Press and Kauai Museum Association, Ltd., Honolulu, HI.
- Kikuchi, William K.
1992 *The Chronology & Palynology of Kamo'omaika'i Fishpond: Ahupua'a of Hanalei, Halealea District, Island of Kauai* TMK 5-4-04: Grant 100, KA-D10-9, 50-30-03-303, ARCHAIOS, Lawai, Kauai, HI. (Feb. 1992)
- Kikuchi, William K.
1988a *Letter Report to Robert Burton, Project Manager, Princeville Corp. on Proposed Nursery Staging and Light Equipment Storage Area* (TMK 5-3-01: 16, Lot 27) Dated July 23, 1988 ARCHAIOS
- Kikuchi, William K.
1988b *Letter Report to Tom Shigemoto, Director, Planning Department, County of Kauai on Proposed Church of the Pacific* (TMK 5-3-01: 16, Lot 27) Dated September 30, 1988 ARCHAIOS
- King, Josephine W.,
1991 "Reminiscences of Hanalei" in *The Kauai Papers*, Kauai Historical Society, Honolulu.
- Kuykendall, Ralph S.
1938 *The Hawaiian Kingdom, Volume 1*, U.H. Press, Honolulu, HI.
- Lydgate, Helen Elwell,
1991 "A Visit to Kauai in 1865, Journal of William T. Brigham" in *The Kauai Papers*, Kauai Historical Society, Honolulu.
- McCoy, Patrick C.
1973 *Archaeological Research at Fort Alexander, Hanalei, Kauai*, Bishop Museum, Honolulu, HI.
- McMahon, Nancy
1993 *Archaeological Field Inspection at Po'okū Heiau and the Effects of Princeville Corporation's Nursery Operation, Hanalei, Hanalei District, Island of Kauai*, TMK 5-3-01:por 16, State Historic Preservation Division, Honolulu, HI.

- Pierce, Richard A.
1965 *Russia's Hawaiian Adventure, 1815-1817*, University of California Press, Berkeley, CA.
- Quebral, Rey and Paul L. Cleghorn
1990 *Archaeological and Historical Survey of the Proposed Kōhala Highway Realignment Project, Halele'a, Hanalei, Kaua'i (TMK 5-3-06-14)*, Bishop Museum, Honolulu, HI.
- Rosendahl, Paul H.
1973 *Report on field Trip to Inspect Site of Russian Fort Alexander at Hanalei, Kaua'i August 9, 1973* B. P. Bishop Museum report 082173 Honolulu, HI.
- Schilt, Rose C.
1980 *Archaeological Investigations in Specified Areas of the Hanalei Wildlife Refuge, Hanalei Valley, Kaua'i*.
- Schmitt, Robert C.
1973 *The Missionary Censuses of Hawaii, Pacific Anthropological Records, 20*, Honolulu.
- Shapiro, William.
1993 *Postfield Summary Report of an Archaeological Inventory Survey at Hanalei National Wildlife Refuge, Kaua'i Island, Hawaii*, BioSystems Analysis, Inc. Kailua, HI.
- Spear, Robert L.
1992 *An Archaeological Inventory Survey of St. Williams Church, Hanalei, Island of Kauai, TMK 5-5-02-37, State Site Number 50-30-02-1877*, Applied Planning Services.
- State of Hawaii and National Park Service
1990 *Hawaii Stream Assessment: Hawaii's Streams and Their Instream and Riparian Resources*
- Thomas, Miffin
1983 *Schooner from Windward: Two Centuries of Hawaiian Interisland Shipping*, University of Hawaii Press, Honolulu, HI.
- Thousand Friends of Kaua'i and Land and Community Associates
1987 *The Prospect From This Hill: The Hanalei Cultural Landscape Survey*
- Wichman, Frederick B.
1998 *Kaua'i Ancient Place-Names and Their Stories*, University of Hawaii Press, Honolulu, HI.
- Wilcox, Elsie H.,
1991 *"Hanalei in History" in The Kauai Papers*, Kauai Historical Society, Honolulu.

THIS PAGE INTENTIONALLY LEFT BLANK.

U
S
D
E
P
O
F
A
G
R
I
C
U
L
T
U
R
E
A
N
D
F
O
R
E
S
T
R
Y

APPENDIX D

Botanical Survey

CHAR & ASSOCIATES

Botanical/Environmental Consultants

4471 Puu Panini Ave.
Honolulu, Hawaii 96816
(808) 734-7828

August 2000

BOTANICAL RESOURCES ASSESSMENT HANAIEI VALLEY SCENIC STOP HANAIEI, KAUAI

INTRODUCTION

A scenic stop with a visitor center that overlooks Hanalei Valley is proposed. The project site is located at approximate mile post 27.6± on Kuhio Highway (Route 56), in the vicinity of Princeville. The lookout will be located on the mauka side of the highway, and a T-intersection and access road from the highway are also planned.

The site proposed for the scenic stop/visitor center supports a plant nursery, now mostly overgrown, and a few buildings.

Field studies to assess the botanical resources on the project site were conducted on 23 August 2000. The primary objectives of the survey were to:

- 1) provide a general description of the vegetation on the site;
- 2) search for threatened and endangered species as well as species of concern; and
- 3) identify areas of potential environmental problems or concerns and propose appropriate mitigation measures.

DESCRIPTION OF THE VEGETATION

The plant names in this report follow Wagner et al. (1990) for the naturalized species and St. John (1973) for the ornamental species. The few recent name changes for the naturalized plants follow those reported in the Hawaii Biological Survey series (Evenhuis and Miller 1995-1998; Evenhuis and Eldredge 1999).

A mostly overgrown plant nursery area occupies the project site. The nursery ceased activity in about 1993-1994. However, it is still partially maintained and used. The offices in the main building and the parking lot are still in use as are some of the greenhouses. Plant stock from the field is still sold.

Around the main building and nearby fields, there are a number of palm plantings. These include mature specimens of coconut (Cocos nucifera), royal palm (Roystonea sp.), Manila palm (Veitchia merrilli), arca or golden-fruited palm (Chrysalidocarpus lutescens), fish-tail palm (Caryota sp.), and Neodypsis decaryi. Other ornamental plants observed on the site include shrubs and trees of oleander (Nerium oleander), beach naupaka (Scaevola sericea), various ti leaf cultivars (Cordyline fruticosa), cycad (Cycas sp.), hala (Pandanus tectorius), bottle brush (Callistemon citrinus), Cook pine (Araucaria columnaris), sausage tree (Kigelia africana), Heliconia hybrids, Hibiscus hybrids, travellers tree (Ravenala madagascariensis), weeping fig (Ficus benjamina), etc. Ground cover plants include water hyssop (Bacopa monnieri), beach pea or mohihihi (Vigna marina), and wedelia (Spagneticola trilobata).

In between the plantings of nursery stock there is a dense weedy cover composed primarily of California grass (Brachiaria mutica) or Guinea grass (Panicum maximum) with scattered shrubs of sour-bush (Pluchea carolinensis). In some places, Hilo grass (Paspalum

conjugatum), sensitive plant or puahilahila (Mimosa pudica) and various Desmodium species are abundant. Other weedy shrubs and herbaceous species commonly observed include guava (Psidium guajava), koa haole (Leucaena leucocephala), Neonotonia wightii, Bidens alba var. radiata, Florida beggarweed (Desmodium tortuosum), Desmodium intortum, and Dalis grass (Paspalum dilatatum). Weedy trees which have invaded the fields are occasional; these include Java plum (Syzygium cumini), guarumo (Cecropia obtusifolia), albizia (Falcataria moluccana), and African tulip tree (Spathodea campanulata) which forms small stands in some places.

On the Hanalei Valley side of the property, a mixed forest, 25 to 30 feet tall, composed primarily of Java plum with scattered trees of African tulip, guarumo, Formosan koa (Acacia confusa), Macaranga tanarius, and hau thickets is found. A dense shrub layer is found between the trees. It is composed of strawberry guava (Psidium cattleianum), guava, Christmas berry (Schinus molle), terebinthifolius, Stachytarpheta mutabilis, and a few shrubs of Koster's curse or clidemia (Clidemia hirta).

Where the property borders the highway, the vegetation is more open with dense mats of California grass, 4 to 5 feet tall, and scattered shrubs of guava and sourbush, and trees of Formosan koa, Java plum, and Macaranga. The woody components make up 10 to 15% of the plant cover and are 7 to 15 feet tall.

Along the highway is a grassy, mowed band of vegetation. It is composed of a mixture of various grasses and herbaceous species. The most commonly observed species are Hilo grass, Panama paspalum (Paspalum fimbriatum), crabgrass (Digitaria ciliaris, Digitaria sp.), ricegrass (Paspalum scrobiculatum), Spanish clover (Desmodium incanum), three-flowered beggarweed (Desmodium triflorum), and narrow-leaved plantain (Plantago lanceolata). Wiregrass

(Eleusine indica) and Indian dropseed (Sporobolus diander) are abundant closer to the edge of the highway.

DISCUSSION AND RECOMMENDATIONS

The vegetation on the project site is dominated by introduced or alien species such as California grass, guava, Java plum, and various ornamental plants. This is not surprising since most of the site has been used for a plant nursery. Introduced plants are all those species which were brought to Hawai'i by humans, intentionally or accidentally, after Western contact, that is, Cook's discovery of the islands in 1778.

There are a few native species on the site. Some of the plants are part of the nursery stock; these are the water hyssop (Bacopa monnieri), beach naupaka (Scaevola sericea), beach pea (Vigna marina), and hala (Pandanus tectorius). Naturally occurring native species on the site are ricegrass (Paspalum scrobiculatum), Cyperus polystachyos, and hau (Hibiscus tiliaceus). These native species are all indigenous, that is, they are native to Hawai'i and elsewhere.

None of the plants found on the project site is a threatened or endangered species or a species of concern (U.S. Fish and Wildlife Service 1999). No wetlands were observed on the site; the soils on the site are well-drained.

The proposed scenic stop with a visitor center and highway access are not expected to have a significant negative impact on the botanical resources. It is recommended, however, that any areas cleared of vegetation be landscaped as soon as possible to prevent soil erosion.

LITERATURE CITED

- Evenhuis, N.L. and S.E. Miller, editors. 1995-1998. Records of the Hawaii Biological Survey. Bishop Museum Occasional Papers Nos. 41-56.
- Evenhuis, N.L. and L.G. Eldredge, editors. 1999. Records of the Hawaii Biological Survey. Bishop Museum Occasional Papers Nos. 58-59.
- St. John, H. 1973. List and summary of the flowering plants of the Hawaiian Islands. Pacific Tropical Botanical Garden Memoir No. 1, Lawai, Kauai, HI.
- U.S. Fish and Wildlife Service. 1999. U.S. Fish and Wildlife Service species list, plants. March 23, 1999. Pacific Islands Ecoregion Office, Honolulu, HI.
- Wagner, W.L., D.R. Herbst, and S.H. Sohmer. 1990. Manual of the flowering plants of Hawai'i. 2 vols. University of Hawai'i Press and Bishop Museum Press, Honolulu, HI. Bishop Museum Special Publication 83.

THIS PAGE INTENTIONALLY LEFT BLANK.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

APPENDIX E

ASTM Environmental Database Report



The EDR-Radius Map with GeoCheck®

Hanalet Natl. Wildlife Refuge Scenic Stop
Kuhio Highway
Princeville, HI 96722

Inquiry Number: 559512.3s

November 03, 2000

The Source For Environmental Risk Management Data

3530 Post Road
Southport, Connecticut 06490

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrmet.com

TABLE OF CONTENTS

SECTION	PAGE
Executive Summary.....	ES-1
Overview Map.....	2
Detail Map.....	3
Map Findings Summary.....	4
Map Findings.....	5
Orphan Summary.....	7
Government Records Searched/Data Currency Tracking.....	GR-1
GEOCHECK ADDENDUM	
Physical Settling Source Addendum.....	A-1
Physical Settling Source Summary.....	A-2
Physical Settling Source Map.....	A-6
Physical Settling Source Map Findings.....	A-7
Physical Settling Source Records Searched.....	A-8

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer

Copyright and Trademark Notice
This report contains information obtained from a variety of public and other sources. NO WARRANTY EXPRESSED OR IMPLIED IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL EDR BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL OR EXEMPLARY DAMAGES.

Environ contains copyright 2000 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission. EDR and the edr logo are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR). The report meets the government records search requirements of ASTM Standard Practice for Environmental Site Assessments, E 1527-00. Search distances are per ASTM standard or custom distances requested by the user.

TARGET PROPERTY INFORMATION

ADDRESS
 KUHIO HIGHWAY
 PRINCEVILLE, HI 96722

COORDINATES

Latitude (North): 22°21'31.60" - 22°17'47.4"
 Longitude (West): 159°47'13.20" - 159°28'16.8"
 Universal Transverse Mercator: Zone 4
 UTM X (Meters): 451421.8
 UTM Y (Meters): 2456533.0

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property: 2422159-A4 HANAHEI, HI
 Source: USGS 7.5 min quad index

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable") government records either on the target property or within the ASTM E 1527-00 search radius around the target property for the following databases:

FEDERAL ASTM STANDARD

- NPL..... National Priority List
- Delisted NPL..... NPL Delegations
- CERCLIS..... Comprehensive Environmental Response, Compensation, and Liability Information System
- CERC-RIFRAP..... Comprehensive Environmental Response, Compensation, and Liability Information System
- CORRACTS..... Corrective Action Report
- RCRIS-TSD..... Resource Conservation and Recovery Information System
- RCRIS-JLG..... Resource Conservation and Recovery Information System
- RCRIS-SQG..... Resource Conservation and Recovery Information System
- ERNS..... Emergency Response Notification System

STATE ASTM STANDARD

- SW/FL..... Permitted Landfills in the State of Hawaii
- UST..... UST Database
- SHWS..... Sites List

EXECUTIVE SUMMARY

FEDERAL ASTM SUPPLEMENTAL

- CONSENT..... CONSENT
- ROD..... ROD
- FIINDS..... Facility Index System/Facility Identification Initiative Program Summary Report
- HMIRS..... Hazardous Materials Information Reporting System
- MLTS..... Material Licensing Tracking System
- MINES..... Mines Master Index File
- NPL Lien..... NPL Liens
- PADS..... PCB Activity Database System
- RAATS..... RCRA Administrative Action Tracking System
- TRIS..... Toxic Chemical Release Inventory System
- TSCA..... Toxic Substances Control Act

EDR PROPRIETARY DATABASES

- Coal Gas..... Former Manufactured gas (Coal Gas) Sites.

SURROUNDING SITES SEARCH RESULTS

Surrounding sites were identified.

Elevations have been determined from the USGS 1 degree Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. EDR's definition of a site with an elevation equal to the target property includes a tolerance of +/- 10 feet. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property (by more than 10 feet). Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in **bold italics** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

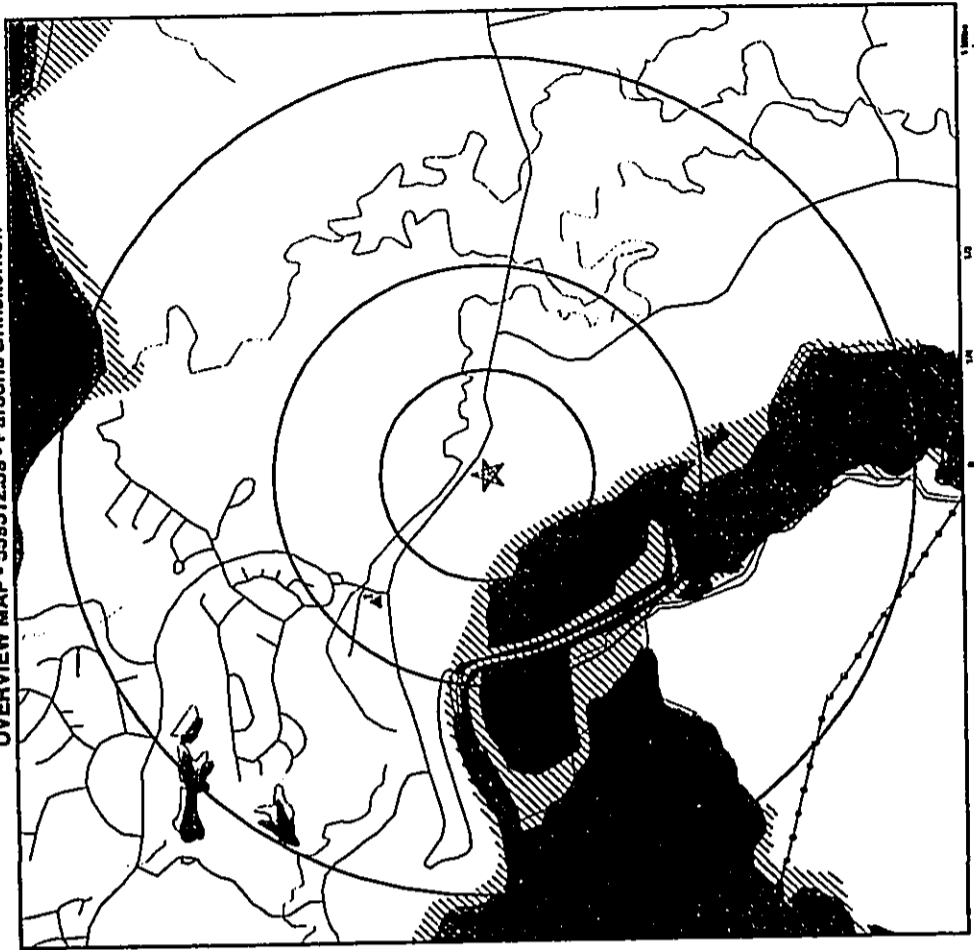
STATE ASTM STANDARD

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Department of Health's Active Leaking Underground Storage Tank Log Listing.

A review of the LUST list, as provided by EDR, and dated 07/01/2000 has revealed that there is 1 LUST site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
<i>PRINCEVILLE SERVICE STATION</i>	<i>5-4280 KUHIO HWY</i>	<i>1/4 - 1/2NW</i>	<i>1</i>	<i>5</i>

OVERVIEW MAP - 559512.3s - Parsons Brinckerhoff



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Coal Qualification Sites (if requested)
- National Priority List Sites
- Landfill Sites
- Power transmission lines
- Oil & Gas pipelines
- ▨ 100-year flood zone
- ▨ 500-year flood zone
- ▨ Wetlands per National Wetlands Inventory

EXECUTIVE SUMMARY

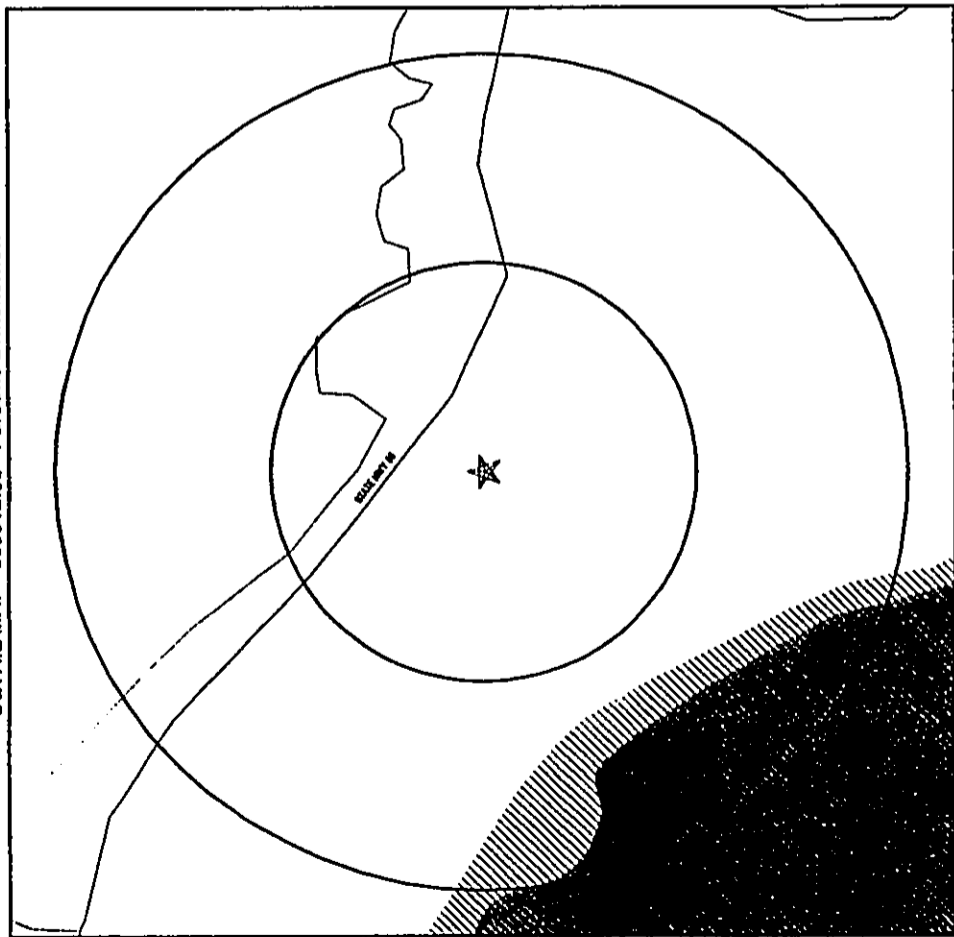
Due to poor or inadequate address information, the following sites were not mapped:

- Site Name**
- KEKANA LANDFILL PHASE II
 - REGO LANDFILL
 - PRINCEVILLE LANDFILL
 - PRINCEVILLE CORPORATION
 - PRINCEVILLE CENTRAL OFFICE
 - PRINCEVILLE SVC STA
- Database(s)**
- SWP/LF
 - SWP/LF
 - SWP/LF
 - UST
 - PCRHIS-SOG.FINDS

TARGET PROPERTY: Hanaiki Natl. Wildlife Refuge Scenic Stop ADDRESS: Kuhio Highway Princetonville HI 96722 CITY/STATE/ZIP: 22.2132 / 159.4713 CITY/STATE/ZIP:	CUSTOMER: Parsons Brinckerhoff CONTACT: Jason Yazawa 559512.3s INQUIRY #: November 03, 2000 6:40 am DATE:
---	--

TC59912.3s EXECUTIVE SUMMARY 3

DETAIL MAP - 559512.3s - Parsons Brinckerhoff



- ★ Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- ▲ Coal Qualification Sites (if requested)
- ⌈ Sensitive Receptors
- ⊠ National Priority List Sites
- ⊡ Landfill Sites
- Power Transmission Lines
- Oil & Gas Pipelines
- ▨ 100-year flood zone
- ▩ 500-year flood zone
- ▧ Wetlands per National Wetlands Inventory

TARGET PROPERTY: Hensley Mill Wildlife Refuge Scenic Stop
 ADDRESS: Kuhio Highway
 CITY/STATE/ZIP: Princesville HI 96722
 LAT/LONG: 22.2132 / 159.4713

CUSTOMER: Parsons Brinckerhoff
 CONTACT: Jason Yezawa
 INQUIRY #: 559512.3s
 DATE: November 03, 2000 8:41 am

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Priced
FEDERAL ASTM STANDARD								
NPL		1,000	0	0	0	0	NR	0
Delisted NPL		1,000	0	0	0	0	NR	0
CERCLUS		0,500	0	0	0	0	NR	0
CERC-NFRAP		0,250	0	0	0	0	NR	0
CORFRACTS		1,000	0	0	0	0	NR	0
RCRIS-TSD		0,500	0	0	0	0	NR	0
RCRIS Lg. Quan. Gen.		0,250	0	0	0	0	NR	0
RCRIS Sm. Quan. Gen.		0,250	0	0	0	0	NR	0
ERNS		TP	NR	NR	NR	NR	NR	0
STATE ASTM STANDARD								
State Landfill		0,500	0	0	0	0	NR	0
LUST		0,500	0	0	1	NR	NR	1
UST		0,250	0	0	0	0	NR	0
SHWS		1,000	0	0	0	0	NR	0
FEDERAL ASTM SUPPLEMENTAL								
CONSENT		1,000	0	0	0	0	NR	0
ROD		1,000	NR	NR	NR	NR	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
MINES		0,250	0	0	0	0	NR	0
NPL Leas		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
RAMTS		TP	NR	NR	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
EDR PROPRIETARY DATABASES								
Coal Gas		1,000	0	0	0	0	NR	0
AQUIFLOW - see EDR Physical Setting Source Addendum								

TP = Target Property
 NR = Not Requested at this Search Distance
 * Sites may be Esiged in more than one database

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

EDR ID Number
 EPA ID Number

Database(s)
 Site

Coal Gas Site Search: No site was found in a search of Real Property Scan's ENVIRONMENTAL database.

1 NW
 1/4-1/2
 2104
 Higher

PRINCEVILLE SERVICE STATION
 4420 KUHO HWY
 PRINCEVILLE, HI 96722

UST
 Facility ID: 9-702798
 Alternate Event ID: 940035
 Last Name: Saboyana

UST
 Facility ID: 9-702798
 Tank Status: Currently In Use
 Tank Capacity: 6000
 Date Closed: //
 Owner: PRINCEVILLE SERVICE STATION, INC.
 4420 KUHO HWY P.O. BOX 3309
 Princeville, HI 96722

Comments: Fiberglass Reinforced Plastic
 Facility ID: 9-702798
 Tank Status: Currently In Use
 Tank Capacity: 4000
 Date Closed: //
 Owner: PRINCEVILLE SERVICE STATION, INC.
 4420 KUHO HWY P.O. BOX 3309
 Princeville, HI 96722

Comments: Fiberglass Reinforced Plastic
 Facility ID: 9-702798
 Tank Status: Currently In Use
 Tank Capacity: 3000
 Date Closed: //
 Owner: PRINCEVILLE SERVICE STATION, INC.
 4420 KUHO HWY P.O. BOX 3309
 Princeville, HI 96722

Comments: Fiberglass Reinforced Plastic
 Facility ID: 9-702798
 Tank Status: Currently In Use
 Tank Capacity: 7000
 Date Closed: //
 Owner: PRINCEVILLE SERVICE STATION, INC.
 4420 KUHO HWY P.O. BOX 3309
 Princeville, HI 96722

Comments: Fiberglass Reinforced Plastic
 Facility ID: 9-702798
 Tank Status: Currently In Use
 Tank Capacity: 6000
 Date Closed: //
 Owner: PRINCEVILLE SERVICE STATION, INC.
 4420 KUHO HWY P.O. BOX 3309
 Princeville, HI 96722

Comments: Fiberglass Reinforced Plastic
 Facility ID: 9-702798
 Tank Status: Currently In Use
 Tank Capacity: 6000
 Date Closed: //
 Owner: PRINCEVILLE SERVICE STATION, INC.
 4420 KUHO HWY P.O. BOX 3309
 Princeville, HI 96722

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

EDR ID Number
 EPA ID Number

Database(s)
 Site

PRINCEVILLE SERVICE STATION (Continued)

U00315344

Facility ID: 9-702798
 Tank Status: Permanently Out of Use
 Tank Capacity: 8000
 Date Closed: 12/17/1993
 Owner: PRINCEVILLE SERVICE STATION, INC.
 4420 KUHO HWY P.O. BOX 3309
 Princeville, HI 96722

Comments: Not Listed
 Facility ID: 9-702798
 Tank Status: Permanently Out of Use
 Tank Capacity: 8000
 Date Closed: 02/23/1995
 Owner: PRINCEVILLE SERVICE STATION, INC.
 4420 KUHO HWY P.O. BOX 3309
 Princeville, HI 96722

Comments: Asphalt Coated or Bare Steel
 Facility ID: 9-702798
 Tank Status: Permanently Out of Use
 Tank Capacity: 5000
 Date Closed: 02/23/1995
 Owner: PRINCEVILLE SERVICE STATION, INC.
 4420 KUHO HWY P.O. BOX 3309
 Princeville, HI 96722

Comments: Asphalt Coated or Bare Steel
 Facility ID: 9-702798
 Tank Status: Permanently Out of Use
 Tank Capacity: 1000
 Date Closed: 02/23/1995
 Owner: PRINCEVILLE SERVICE STATION, INC.
 4420 KUHO HWY P.O. BOX 3309
 Princeville, HI 96722

Comments: Asphalt Coated or Bare Steel
 Facility ID: 9-702798
 Tank Status: Permanently Out of Use
 Tank Capacity: 6000
 Date Closed: //
 Owner: PRINCEVILLE SERVICE STATION, INC.
 4420 KUHO HWY P.O. BOX 3309
 Princeville, HI 96722

Tank ID: R-1
 Installed: Not reported
 Substance: Gasoline

Tank ID: R-2
 Installed: 01-Jun-77
 Substance: Gasoline

Tank ID: R-3
 Installed: 01-Jun-77
 Substance: Gasoline

Tank ID: R-4
 Installed: 01-Jun-77
 Substance: Used Oil

THIS PAGE INTENTIONALLY LEFT BLANK.

City	EDR ID	Site Name	Site Address	Zip	Database(s)	Facility ID
KAUAI COUNTY	S103783859	KEKAHA LANDFILL PHASE II	KAUMUALII HIGHWAY			
KAUAI COUNTY	S103783845	REGO LANDFILL	KUHO HWY		SWFAF	
KAUAI COUNTY	S103783844	PRINCEVILLE LANDFILL	5-3500 KUHO HWY.		SWFAF	
PRINCEVILLE	U003400021	PRINCEVILLE CORPORATION	5-4290 KUHO HWY	96722	SWFAF	
PRINCEVILLE	U001237217	PRINCEVILLE CENTRAL OFFICE	54-378 KUHO HWY	96722	UST	9-700445
PRINCEVILLE	1000801562	PRINCEVILLE SVC STA	5 4280 KUHO HWY	96722	UST	9-700612
				96722	RCNS-SOQ, FNO3	

APPENDIX F

List of Preparers

Appendix F LIST OF PREPARERS

Below is a listing of persons who were primarily responsible for preparing the Draft Environmental Assessment.

State of Hawaii Department of Transportation

Steven M. Kyono, P.E., District Engineer

Glenn Yamamoto, P.E., Assistant District Engineer

Stephen Morikawa, P.E., Project Manager

Ramon Acob, P.E., Project Engineer

Federal Highway Administration

Pat Phung, P.E., Transportation Engineer

Parsons Brinckerhoff Quade & Douglas, Inc.

Clyde Shimizu, P.E., Project Manager

Jason Yazawa, AICP, Environmental Task Leader

Edie Sagarang, Graphic Designer

Cultural Surveys Hawaii, Inc.

Hallet H. Hammatt, Ph.D., Principal

Char & Associates

Winona Char, Principal

As a cooperating agency, the U.S. Fish and Wildlife Service (USFWS) provided administrative and technical reviews of the Draft EA and Final EA. The USFWS also conducted some technical analyses that were used in the EA. The following USFWS personnel participated in the reviews and technical analyses:

Jerry F. Leinecke, Project Leader

Tom Alexander, former Refuge Manager

Mike Hawkes, current Refuge Manager

Phyllis Ha, Senior Staff Ecologist

Dave Aplin, Outdoor Recreation Planner

Brenda Zaun, Wildlife Biologist