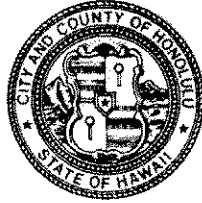


DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4564 • Fax: (808) 523-4567
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MUFI HANNEMANN
MAYOR



TIMOTHY E. STEINBERGER, P.E.
ACTING DIRECTOR

WAYNE HASHIRO
DEPUTY DIRECTOR

88846

January 10, 2005

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OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

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

Dear Ms. Salmonson:

Subject: Finding of No Significant Impact (FONSI) for Laniakea Beach Support Park
Tax Map Keys 6-1-005:014; 6-1-010:018; and 6-1-009:005
Honolulu, Oahu, Hawaii

The Department of Design and Construction, Facilities Division, Planning Branch, has reviewed the comments received during the 30-day public comment period, which began on August 8, 2004. The agency has determined that this project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the January 23, 2005 OEQC's Environmental Notice.

We have enclosed a completed OEQC Publication Form and four copies of the final environmental assessment.

Please call our consultant, Mr. Jeff Merz, at 531-3017 if you have any questions.

Very truly yours,

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

TIMOTHY E. STEINBERGER, P.E.
Acting Director

TES:ei

Enclosures

cc: Jeff Merz, Oceanit

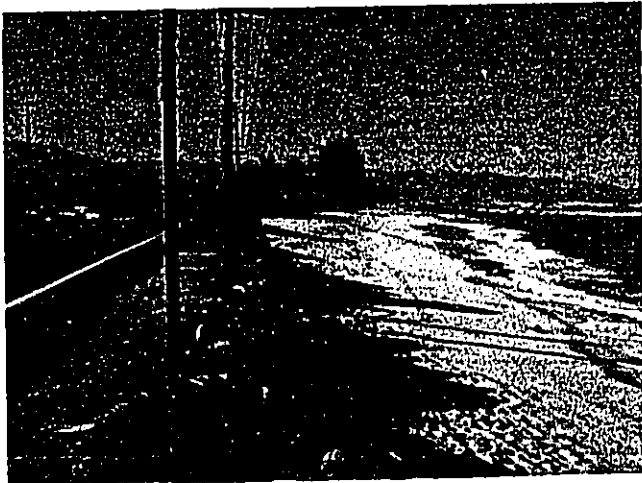
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LANIAKEA BEACH SUPPORT PARK

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Laniakea Beach Support Park

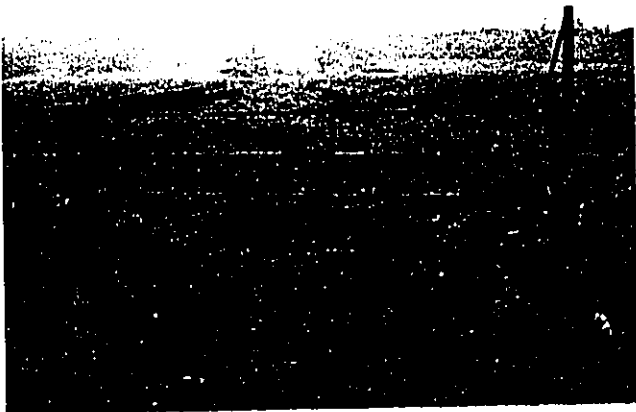
Final Environmental Assessment Haleiwa North Shore, Island of Oahu Stage I: Contract Item D-1



Prepared for:
Department of Design & Construction

Client Address:
City and County of Honolulu
650 South King Street, 9th Floor
Honolulu, HI 96813

Prepared by:
oceanit
1001 Bishop Street
ASB Tower 2970
Honolulu, HI 96813



January 2005

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Project Summary

| | |
|-----------------------------------|---|
| Proposing Agency: | Department of Design and Construction, Facilities Branch City and County of Honolulu |
| Approving Agency: | Department of Design and Construction, Facilities Branch City and County of Honolulu |
| Proposed Action: | Development of a three-acre parcel, subdivided from a larger portion, to create an area for support services for the beach park located on the makai side of Kamehameha Highway. |
| Project Location: | 61-676 Kamehameha Highway, Hale'iwa, O'ahu |
| Tax Map Key: | 6-1-005:014, 6-1-010:018, 6-1-009:005 |
| Property Owner: | City and County of Honolulu |
| Land Area: | 3 acres |
| Existing Land Use: | Partially cleared flat pasture recently utilized for grazing |
| State Land Use: | Agricultural |
| Zoning: | AG-1 Restricted Agricultural District (to be changed to P-2 upon designation of this parcel as a park). |
| SMA Zone: | The project site is located within the City and County of Honolulu's Special Management Area (SMA) and therefore will require an SMA permit. |
| Anticipated Determination: | This Environmental Assessment is anticipated to result in a Finding of No Significant Impact (FONSI) with the City and County of Honolulu Department of Design and Construction as the lead agency. No significant impacts are anticipated from the construction or operation of the proposed improvements associated with the Laniākea Beach Support Park. |
| Potential Impacts: | Possible impacts, including those on traffic, air, and noise are anticipated to be construction-related and therefore will be short-term in nature. The project will comply with all |

government regulations during construction to mitigate potential impacts. The proposed usage of the shore and the park at full build-out is expected to increase. Laniākea Beach Support Park is expected to provide beach-oriented recreation and support facilities to the existing North Shore community, in particular the growing surfing community in the area.

Permits Required: **Honolulu Department of Planning and Permitting**
Special Management Area Permit (SMA)
Building Permit
Grading-Grubbing Permit

State Department of Health
National Pollutant Discharge Elimination System (NPDES)

Parties Consulted: **State Department of Health**
Office of Environmental Quality Control

Department of Land and Natural Resources
State Historic Preservation Division
Office of Conservation and Coastal Lands

City and County of Honolulu
Department of Parks and Recreation – Donald Griffin
Department of Planning and Permitting – Jeff Lee
Department of Emergency Services – Ocean Safety and Lifeguard Services Division

North Shore Neighborhood Board No. 27 (Meeting of February 24, 2004 - Presentation by Oceanit)
Cathleen Pahinui
Warren Scoville

Assistant to Councilmember De la Cruz
Reed Matsura

Local Beach Historian and Author
John Clark

Sunset Beach Community Association
Judy Foman

Hawaiian Electric Company (HECO)
Enrique Che

Table of Contents

| | |
|---|----|
| Section 1: Purpose and Need for Action | 1 |
| Section 2: Project Description | 2 |
| 2.1 Site Location | 2 |
| 2.2 Site History | 2 |
| 2.3 Details of the Project | 3 |
| 2.3.1 Access Improvements and Parking | 3 |
| 2.3.2 Infrastructure Improvements | 4 |
| 2.3.3 Landscaping | 4 |
| 2.3.4 Drainage | 4 |
| 2.3.5 Security | 5 |
| 2.4 Proposed Action | 5 |
| 2.5 Proposed Alternatives to Action | 6 |
| 2.5.1 No Action Alternative | 6 |
| 2.5.2 Option One | 6 |
| 2.5.3 Option Two | 6 |
| 2.5.4 Option Three | 6 |
| 2.5.5 Preferred Option | 8 |
| 2.5.6 Proposed Alternative Transportation Route | 8 |
| Section 3: Affected Environment | 9 |
| 3.1 Geology and Topography | 9 |
| 3.2 Land Use | 9 |
| 3.3 Soils | 10 |
| 3.4 Climate | 11 |
| 3.5 Air Quality | 11 |
| 3.6 Water Resources | 12 |
| 3.7 Flood Hazard | 12 |
| 3.8 Flora | 13 |
| 3.9 Fauna | 14 |
| 3.10 Cultural and Historical Resources | 15 |
| 3.11 Archaeological Resources | 16 |
| 3.12 Traffic | 17 |
| 3.13 Noise | 18 |
| 3.14 Utilities | 18 |
| 3.15 Socio-Economic Benefits | 19 |
| 3.16 Environmental Justice | 19 |
| 3.17 Relationship to Government Regulations and Permitting Requirements | 20 |
| 3.17.1 State | 20 |
| 3.17.2 State Comprehensive Outdoor Recreation Program (SCORP) | 21 |
| 3.17.3 County | 22 |
| 3.17.4 North Shore Community Plan | 23 |

| | |
|--|----|
| Section 4: Determinations and Conclusions | 25 |
| 4.1 Determination | 25 |
| 4.2 Conclusions | 27 |
| References and Sources | 29 |

Appendix

Environmental Assessment Comments and Formal Responses.

Figures

- Figure 1 – Location and Site Map
- Figure 2 – State Land Use Designation Map
- Figure 3 – City and County of Honolulu Zoning Designation Map
- Figure 4 – Flood Zone Map
- Figure 5 – Utilities Map
- Figure 6 – Soils Map
- Figure 7 – Topographic Survey
- Figure 8 – SMA Boundary Map
- Figure 9 – Conceptual Support Park Plans
 - Figure 9A – Option #1
 - Figure 9B – Option #2
 - Figure 9C – Option #3

Section 1
Purpose and Need for Action

Section 1: Purpose and Need for Action

Oceanit has been hired by the City and County of Honolulu Department of Design and Construction to prepare this Environmental Assessment and Master Plan for improvements to a recently subdivided 3-acre parcel of land located across the street from Laniākea Beach. This EA was prepared under provisions of the Hawai'i Revised Statutes Chapter 343 and applicable subchapters therein.

The North Shore is known for its numerous beach parks, world famous surf spots, and abundant mauka and makai resources. To preserve and enhance the recreational resources along the shoreline, and to meet island-wide demands on these resources, policies and guidelines are proposed to expand access to the shoreline, to improve parks with supporting facilities such as bathrooms and parking, and to expand beach parks whenever feasible.

The popularity of the North Shore in general and the growing popularity of surfing in particular have resulted in strained beach facilities and traffic conflicts. In response to this, the City and County of Honolulu has purchased a 3-acre parcel makai of Kamehameha Highway and designated it a support park for the beach and ocean activities across the Highway from Laniākea Beach Park.

This support park will help alleviate parking along the shoulder of Kamehameha Highway, provide a comfort station and picnic facilities for beachgoers, improve the flow of traffic and pedestrians in the area in compliance with ADA criteria, and provide an area for additional recreational activities.

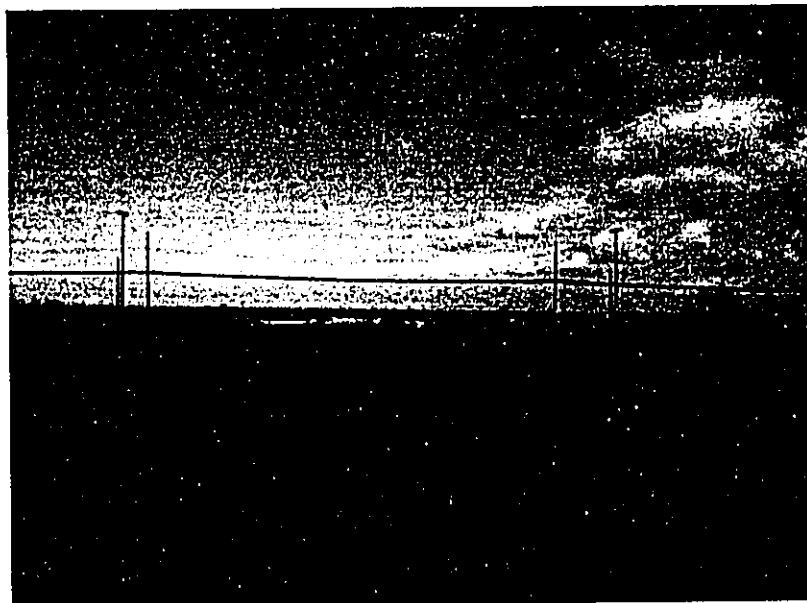
Section 2 Project Description

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Section 2: Project Description

2.1 Site Location

As shown in Figure 1, this parcel is located just northeast up the coast from Hale'iwa. It consists of a three-acre site that was subdivided from a 133-acre parcel that contains pastureland for horse and cow grazing. Fronting the property between the Kamehameha Highway right-of-way and the 3-acre project parcel is a 40-foot linear strip of property consisting of the right-of-way for the old O'ahu Railroad that once traveled almost completely around the coast of the island. This linear parcel strip will not be developed.



View from Project Site Looking Towards Ocean

2.2 Site History

Pu'u Nenuē, "hill of the pilot fish or rudder fish," is the wide, rocky lava point seaward of Pi'ihaku Loa Way. It was so named because nenuē fish were found in abundance in those waters in years past. On the Waimea side of the point there is a small freshwater spring among the rocks at the sea's edge. The spring, which is still flowing, was called Laniākea. A former Honolulu sheriff, one of the first persons to build a house in the Pu'u Nenuē area, named his home "Laniākea" after the spring below it. The side of his old residence still displays a sign bearing the name.

When board surfers first began to frequent the North Shore in the late 1950s, the name Laniākea was somehow transferred from its original site at the spring to the surfing break on the Hale'iwa side of Pu'u Nenuē. Today Laniākea Beach is the long stretch of shoreline between Papa'iloa Road and Pi'ihaku Loa Way. The native Hawaiian name for this beach was Kūkae'ōhiki, "excrement of the sand

crabs." Such sand pellets can still be found around the large holes the 'ōhiki dig in the sand when they come ashore at night. The wide plains to the rear of Kūkae'ōhiki were called Lauhulu. This old name is preserved on the bridge at the Hale'iwa end of the beach.

Laniākea is not a particularly good swimming beach. Most of the shoreline fronts a low reef and the offshore bottom is rocky. The only sandy swimming area is near the Lauhulu Bridge. This area is not always safe for swimming because the alongshore currents are often strong, even on calm days. When the surf is high, Laniākea has some of the best waves along the North Shore. During big winter swells, the wide channel on the Hale'iwa side of the break develops a very powerful rip current running straight out to sea. This rip current has swept many surfers away from shore and necessitated innumerable rescues.

2.3 Details of the Project

2.3.1 Access Improvements and Parking

To facilitate beach-going activities, the project improvements shall include on-site parking with both paved and non-paved overflow and improved pedestrian and vehicle access in and around the area. On-site parking shall consist of approximately 50 stalls. However, the exact number of stalls will be determined based on budgeting and final design. ~~47 stalls with an appropriate number of ADA-accessible stalls and a proposed "overflow" parking area consisting of grass pavers.~~ Ingress and egress separations, a left turn lane, and crosswalk shall be designed in accordance with the recommendations of the traffic study that was completed as part of this project ~~and any supplemental studies completed during the design phase.~~ (See Appendix A)

Since the project site is located across Kamehameha Highway from the beach, appropriate crossing infrastructure shall be implemented to provide safe crossing of the two-lane highway. Crosswalk striping and highway signage shall be installed to maximize driver awareness to the presence of crossing pedestrians. It is recommended that the crosswalk be located on the "Hale'iwa" end of the project area. This is the area with the least rocky terrain and the widest sand area for waiting prior to crossing the highway. Finally, this area provides the greatest distance from the sea turtles present at the "Waimea" end of the beach, thus limiting impact to their habitat.

~~Four buses currently park in the shoulder of Kamehameha Highway, especially during the winter months. With comfort station and picnicking facilities, it can be expected that this park will become a regular stop for buses. While no formal design changes are proposed for parking or loading facilities, tour buses will most likely utilize this area for parking and unloading for short-term tourist visits.~~ Tour buses, visitors and turtle-

watchers all park along the right of way of Kamehameha Highway. With the creation of the formal parking area, additional "No Parking" signs should be erected along the shoulders and enforcement enhanced along this stretch of Kamehameha Highway.

2.3.2 Infrastructure Improvements

The project proposes to create a comfort station with changing areas, an outdoor shower area, a lifeguard station and storage area. The comfort station would be connected to a septic system and electrical/telephone service would be extended from the existing overhead lines above Kamehameha Highway.

~~Picnic tables will be installed to improve the overall use of the park facilities and increase diversity of park users. Picnic tables shall be constructed per City and County standards consistent with ADA requirements. ADA accessible picnic tables will also have an accessible path leading to them and shall be located as close as possible to the parking area and comfort station.~~

~~Picnic tables shall also be accompanied by landscaping to provide shade on or around the picnic area. To assist in park security, picnic tables shall be constructed in site of the parking lot and road and shall not be located behind landscaping which can hide the picnic area from view of the parking lot.~~

~~Charcoal pits and trash receptacles shall also be located near or between a group of picnic areas to provide a safe and clean picnic environment.~~

All County-improved roads are required to be in compliance with Section 103D-407 of the Hawaii Revised Statutes (HRS)D-407 "Construction projects, roadway materials; recycled glass content requirements".

2.3.3 Landscaping

Irrigation for sodded/landscaped areas will be temporary. Irrigation will be used to establish the plantings. Permanent landscaping will be native, non-invasive, and xeriscape in design and placement. Hardy, drought-tolerant, soil-stabilizing varieties of non-invasive plantings will also be utilized.

2.3.4 Drainage

Drainage patterns on the parcel will change with development. The parking area may be paved, resulting in the creation of an impermeable surface on the site. The drainage will be designed to flow to Kūkae'ōhiki Gulch to the west but the intensity and quantity may vary. This increased run-off will be channeled into a drain and routed to the Gulch via a drain system including an oil-water separator that removes refuse and petroleum products prior to entering the natural stream.



View of Kūkae'ōhiki Gulch Just West of Site

2.3.5 Security

City and County personnel shall be responsible for the daily closure and security patrol of park facilities. Access points to the parking lot shall be gated with cattle gates to allow closure of the parking lot at night. Signs shall be posted in the parking lot to notify park users of the parking lot hours. In order to prevent the movement of cattle and trespassing of park users onto private property, standard chain link fencing shall be installed along the south, east, and west sides of the park. The parking lot, showers, and bathhouse shall be illuminated at night with low power lighting. The light shall be bright enough to ensure security and safety of the park at night. However, the lights shall not be so bright that they disturb the neighboring residences.

2.4 Proposed Action

This EA analyzes the impacts of the proposed project on the environment to determine if they are significant. The EA includes an analysis of the effects of the proposed action on topography and soils, hydrology and drainage, vegetation and wildlife, air quality, noise, cultural resources, visual resources, socio-economics, land use, traffic and circulation, solid waste disposal, toxic and hazardous substances, utilities systems, and environmental justice. The EA also summarizes and analyzes alternatives considered in the site-selection process. A Finding of No Significant Impact (FONSI) is anticipated as a final action for this project.

2.5 Proposed Alternatives to Action

The alternatives to this project are listed below. There would be no impacts from the "No Action" Alternative while the impacts from the three action options

would be the same as discussed in Section 3 of this report, unless noted otherwise in each section.

2.5.1 No Action Alternative

With this option, the project would remain undeveloped. It is assumed that surfers and beachgoers would continue to park in the cleared shoulder of Kamehameha Highway and in the old railroad right-of-way. The safety hazard, crossing the highway to get from vehicles to the shore, would remain. The site would not be cleared and it would continue to be used as a pasture for cows. There would be no significant impacts from the implementation of this option. However, this option would not achieve the objectives of the City to improve beach access infrastructure and improve safety to the shore.

2.5.2 Option One

This option would involve the construction of 69 parking stalls, separate ingress and egress, landscaping, a standard comfort station with two outdoor shower centers, 8 picnic tables, 5 charcoal pits and a white-striped crossing for pedestrians crossing Kamehameha Highway. Impermeable surface created would consist of approximately 58,800 square feet. (Figure 9A)

2.5.3 Option Two

This option consists of 47 parking stalls configured in an "L" pattern at the north end of the property, separate ingress and egress, landscaping, a standard comfort station with one outdoor shower centers, 7 picnic tables, 5 charcoal pits and a white-striped crossing for pedestrians crossing Kamehameha Highway. Impermeable surface created would consist of approximately 38,400 square feet. An overflow parking area consisting of 11 "soft" parking stalls would be located at the northern end of the site. These 11 parking stalls would be constructed of hollow "pavers" filled with dirt and grass seed. This would achieve an appropriate flexibility to allow for additional occasional parking without increasing the impermeable surface on the site. (Figure 9B)

2.5.4 Option Three

This option consists of ~~69~~ 50 parking stalls configured in a "U" pattern ~~configured around the comfort station with two shower stations, all positioned near the center in the southern half of the parcel.~~ The parking area would have separate ingress and egress, landscaping with significant kiawe trees remaining, ~~6 picnic tables, 4 charcoal pits and a white-striped~~ crossing for pedestrians crossing Kamehameha Highway. Impermeable surface created would approximate 32,000 square feet. ~~Like Option Two an overflow parking area consisting of 33 "soft" parking stalls would be located at the northern end of the site. These 33 parking stalls would be~~

constructed of hollow "pavers" filled with dirt and grass seed. (Figure 9C). The layout would be positioned away from the stream and the ingress and egress would be designed to be some distance from the proposed crosswalk and Pohakuloa Way on the makai side of Kamehameha Highway. A left turn lane (to be incorporated into any of the options) is shown on the plans from the highway to the parking area.

Chart of the Three Development Options

| | Option One | Option Two | Option Three |
|----------------------|--|--|--|
| Advantages | <ul style="list-style-type: none"> • The impermeable parking area is located relatively far from the stream reducing drainage impacts. • <u>The bathhouse is a shorter distance from the proposed crosswalk for pedestrians.</u> | <ul style="list-style-type: none"> • The parking stalls are designed <u>towards the front of the property, allowing greater visibility to shore patrons on the periphery of the site,</u> allowing greater amounts of open space towards the center of the site. • The overflow option provides additional parking without increasing impermeable surface. • <u>The bathhouse, as well as the impermeable parking area is positioned relatively far from the stream</u> | <ul style="list-style-type: none"> • The impermeable surface created (32,000 square feet.) is the least of any of the options. • Most parking stalls are equidistant from the comfort station. • <u>The egress is located furthest from Pohakuloa Way, providing less conflict with traffic egressing from that location.</u> <p><u>The design allows expansion of the parking area and options for ingress if the roadway is positioned to the mauka side of the park.</u></p> |
| Disadvantages | <ul style="list-style-type: none"> • This option creates the greatest amount of impermeable surface (58,800sq.ft), increasing surface run-off. • The bathhouse is relatively close to the stream, possibly impacting drainage. | <ul style="list-style-type: none"> • The parking stalls to the rear of the site are a relatively long distance from the beach compared to other options. • This option only provides 47 paved parking spaces. | <ul style="list-style-type: none"> • The location of the majority of parking stalls behind the comfort station puts them out of the visibility of beach visitors. The impermeable parking surface is located relatively close to the stream. <p>The distance between the ingress and egress is reduced, decreasing driver <u>sight</u> <u>distancesafety.</u></p> |

2.5.5 Preferred Option

The preferred project development scheme is shown in Figure 9C. Option Two (Figure 9B). There are various advantages, primarily the flexible parking, further location from the stream, distance from Pohakuloa Way, and the reduced impermeable surface design that make this the development scheme with the least amount of environmental impacts and the most functional benefits. ~~In addition, the proximity of development in relation to the stream is greater than with other options.~~ The impacts from the options are discussed in Section 3.

2.5.6 Proposed Alternative Transportation Route

One option that should be vigorously explored by the Hawai'i Department of Transportation is the rerouting of Kamehameha Highway inland towards the mauka side of the property. This would be beneficial for numerous reasons. Moving the roadway inland will allow the beach support park to become an actual beach park. There would be no need to park on the mauka side of the highway and then cross it to reach the shore. This would reduce an ongoing and dangerous situation for both pedestrians and vehicle drivers. This would improve safety and traffic flow. Another benefit to the rerouting would be environmental. The road currently borders the sand beach portion of Laniākea. Erosion, shoreline hardening, and drifting of sand are impacting the roadway as well as preventing the natural movement of the beach. A sea turtle habitat is located on the shore contiguous to Kamehameha Highway on the Waimea side across from the project site. Moving the roadway inland will allow the beach to undulate naturally, reduce the amount of hardened shoreline, reduce impacts to the sea turtle habitat and prevent sand from accumulating/blowing across the road. The City should coordinate with DOT to ensure that the rerouting is implemented at the time of development of the park or that the park be designed to accommodate the rerouted road in the future.

Section 3
Affected Environment

Section 3: Affected Environment

3.1 Geology, Topography and Drainage

The affected project area is situated on the Schofield Plateau, an area of erosional unconformity created by the Wai'anae Range to the west and the Ko'olau Range to the east. This specific area of the North Shore is generally characterized by gently sloping topography. No significant topographical features exist at the flat 3-acre project area. Elevations at the proposed park vary between 13-17 feet above sea level. A topographic survey was completed by the City and County of Honolulu in January 2004 (Figure 7). The topographic survey revealed terrain that gently slopes towards Kamehameha Highway and towards the northwest corner to Kūkae'ōhiki Gulch. There are no significant landforms on the three-acre site and very little earth movement will be required in order to implement the plan.

Impacts

There will be a relatively small amount of earth movement required for implementation of this project. The site is already flat. The parking areas will be flattened and smoothed along with the area for the comfort station and walkways. The geology and topography of the area will not be significantly impacted. Construction of this parking area and beach-visitor support infrastructure will change the velocities, directions and quantities of the water drainage.

This project is located in the SMA zone. As such, an SMA permit is required to be secured. The SMA process looks at the impacts that the project will have on the shoreline and surrounding environment. In addition, where development is proposed within 40 feet of the certified shoreline, a Shoreline Setback Variance is required from the City. All of the proposed development is outside of the 40-foot setback area. Since all of the improvements will be on the mauka side of Kamehameha Highway, actual physical impacts to the shoreline environment will not be significant.

Mitigations

The drainage system will be engineered to direct water flow to the Kūkae'ōhiki Gulch southwest of the main parking area. Under provisions of the NPDES permit, quantities, constituents and velocities of drainage water must not exceed pre-development levels. This will be achieved by use of dry wells, oil-water separators and hollow pavers for the parking area, where appropriate.

3.2 Land Use

Land uses surrounding the project area include open space/conservation, agricultural lands and animal grazing and stabling. Urban areas include the town of Hale'iwa to the south and Pūpūkea to the north beyond Waimea Bay. (See Figures 2 and 3).

Impacts

This project will not impact the surrounding land uses and will be complimentary to the beach uses across Kamehameha Highway. Traffic flow will be improved as vehicles and pedestrians will not have to park and maneuver within the right-of-way of Kamehameha Highway. This use will not be in conflict and will not impact surrounding land uses of agriculture and rural residences. Under provisions of HRS Chapter 205-4.5, parks are a permitted use in the agricultural zone and within all types of soils classified by the land study bureau's detailed land classification productivity rating.

Mitigations

~~Pedestrian safety will be improved, as a striped crosswalk will funnel pedestrians across the highway while providing drivers with a cue to the need to slow down for them. Crosswalk warning signage, separate ingress/egress routes separated by sixty feet and a left turn lane and identifying signage will provide additional cues to the presence of pedestrians.~~

Since this is a permitted use in this zone, no general land use mitigations are proposed. However, specific land use impacts and mitigation measures are discussed below.

3.3 Soils

According to the U.S. Department of Agriculture, Soil Conservation Service, soils at Laniākea belong primarily to the JaC (Jaucas, 0-15 percent slopes) and WkA (Waialua silty clay, 0-3 percent slopes) soil classifications. JaC soil consists of excessively drained, calcareous soils that occur as narrow strips on coastal plains adjacent to the ocean. Permeability is rapid and runoff is very slow to slow. The hazard of water erosion is light but wind erosion is a severe hazard where vegetation has been removed. WkA soil developed in alluvium weathered from basic igneous rock. Permeability is moderate with slow runoff and slight erosion hazard. The available water capacity is about 1.8 inches per foot in the surface layer and 1.6 inches per foot in the subsoil. JaC and WkA soils generally consist of well-drained, moderately fine-textured soils. These soils are level to moderately sloping and are found in the broad areas dissected by gulches. Highly erodible soils can be found on steeper slopes associated with gulches and ravines. These erodible soils of the Helemano series are derived from weathered basaltic igneous rocks and consist of well-drained soils formed on alluvial fans and colluvial slopes. (See Figure 6) All soils in the project area are classified by the land study bureau's detailed land classification as overall (master) productivity rating of "D".

Impacts

Soils at the site will be covered by paving and other infrastructure in the park. Paving over a 32,000 square feet area will reduce permeability and increase run-

off velocity. The majority of the site is WkA soil whose permeability is moderate with slow runoff and slight erosion hazard. The remainder sheet flow will need to be routed through an engineered drainage system.

Mitigations

In addition to the SMA permit, an NPDES permit will be required through the Department of Health. The drainage system will be designed to direct water flow through refuse/oil-water separators to control the amount of engine oil entering the Gulch from the paved parking area. The water will be routed into dry wells to reduce the velocity of the water before it exits the property from the rate at which it crosses the property. Siltation will be limited during construction through the use of snow fencing, hay bales and other sediment-absorbing structures.

3.4 Climate

The overall year-round climate in the project area is typical of the climate that characterizes most of the State of Hawai'i: it is mild (subtropical with slight seasonal variations, equitable temperatures, abundant sunshine, moderate humidity, persistent breezes, variable rainfall within short distances, and infrequent storms of severe magnitude. Data recorded at the nearest monitoring station indicates the mean low annual temperature ranges from 60°F to 68°F and the mean high annual temperature ranges from 78°F to 87°F. Northeasterly trade winds predominate in the project area.

Annual precipitation in the vicinity of Laniākea averages about 30 inches with the winter season experiencing up to 5 inches per month and summer averaging <1 to 1 in. (University of Hawai'i, 2001). The majority of intense rainfall events typically occur between the months of November through April (WBR 2002).

Impacts and Mitigations

This project will not impact the climate.

3.5 Air Quality

In the State of Hawai'i, both Federal and State environmental health standards pertaining to outdoor air quality are generally met due to prevalent trade winds and the absence of major stationary sources of pollutant emissions. A residential character and the relative absence of stationary pollutant sources in the area presumably keep air quality in the project area at levels considered good (i.e., well within the air quality standards). There is currently no air quality monitoring stations on the North Shore of O'ahu.

Impacts and Mitigations

This project will not impact air quality, as there will be not uses or structures generating air emissions other than the existing traffic that is already parking at the site and traversing through the area.

3.6 Water Resources

In general, the State of Hawai'i has excellent surface water quality. However, both coastal and stream waters are vulnerable to point-source (i.e., from a discrete or distinct source) and nonpoint-source (i.e., from a diffuse or widely spread, scattered, unconcentrated source) pollution in part because of our island environment (COFP 2002). For the most part, the three-acre site naturally drains towards Kamehameha Highway and flows to Kūkae'ōhiki Gulch. From there the Gulch flows under a bridge and discharges into the ocean.

Impacts

Ocean waters across Kamehameha Highway are designated Class A waters. Beneficial uses of Class A waters are fishing, swimming, surfing, recreational water activities, aesthetic enjoyment, and beach going. All of these activities will be enhanced by the completion of this beach support park project as visitor safety and traffic flow will improve. No significant impact to groundwater underlying the project site is anticipated during the construction and operation of the proposed park improvements. Construction of the proposed facility is unlikely to introduce or release into the soil any substance that could adversely affect the groundwater.

Mitigations

Oil-water separators are proposed in the parking lot to ensure that vehicle oil does not reach the stream and ocean. Screening will be used as part of the drainage system design to ensure that rubbish does not reach the stream gulch. Dry wells will be utilized to slow and accommodate heavy rain drainage quantities. As part of the permitting process both an SMA and NPDES permit will be required prior to construction of this facility. Best Management Practices such as snow fencing, hay bales and other siltation-reducing devices will be utilized to mitigation impacts during construction.

3.7 Flood Hazard

As shown on Flood Insurance Rate Map (FIRM) 15003C0105 dated November 20, 2000, the is located in "Zone AE-Special Flood Hazard Areas Inundated by 100-year Flood Zone, Base Flood Elevations Determined" and "Zone VE-Coastal Flood with Velocity Hazard (wave action), Based Flood Elevations Determined". As shown on the maps, the Laniākea area has a variable flood elevation between 20 and 23 feet above sea level. In addition, the entire parcel is located within the Tsunami Inundation Zone as demarcated on the maps for the Island of O'ahu. (See Figure 4)

Impacts

There will be no extraordinary tsunami protection measures taken for this project such as sea walls or piles. Kamehameha Highway may potentially buffer some of the impact force of a tsunami wave. Since these structures are not designed to be habitable, the impacts from flooding will not be serious.

Mitigations

All development at the site will be required to meet applicable building code standards for non-habitable structures in a tsunami zone. Structural characteristics of the comfort station shall be modified to strengthen its footing and walls to withstand tsunami levels of wave force.

In addition, any improvement plans will be required by the Honolulu Department of Design and Construction (DDC) and Department of Environmental Services as related to structures designed for flood zones. Under provisions of Section 21-9.10-13 of the County Land Use Ordinance, comfort stations, boathouses, picnic tables and open pavilions are exempt from flood zone requirements. Other Building Code provisions will be applicable.

3.8 Flora

The current land surface of the project parcel consists of *kiawe* (*Prosopis pallida*), *opiuma* (*Pithecolobium*), spiny amaranth (*Amaranthus spinosus*) and various grasses. A barbed wire fence separates two distinct portions of the project area. The surface of the southwest portion is mowed and non-rocky. The northeast portion is weedy and rocky. The site's proximity to the highway and its location near the shore implies that the area has been disturbed and altered for quite some time. There is evidence of seasonal wildflowers.

Impacts

None of the vegetation on site warrants preservation from an ecological standpoint. The *kiawe* trees can be preserved and incorporated into a landscaping design. The remaining invasive shrubbery and grasses will be removed.

Mitigations

For safety and visibility, the linear shrubbery along the north end of the highway will be removed. A landscaping scheme will be completed as part of this project. The scheme will incorporate native trees and plants and other non-invasive, drought-tolerant species using xeriscaping design to minimize irrigation requirements and water needs.

RECEIVED AS FOLLOWS



Seasonal Wildflowers Found During Site Visit

3.9 Fauna

Oceanit staff made a site visit to the area on January 27, 2004. The 3-acre site was observed and partially walked. Cows were found grazing and resting in the tall shrubbery and grasses. Mongooses were observed foraging around a woodpile near the center of the site.

Impacts

The cows currently allowed to graze at the site will be moved to the adjoining property. They are currently grazing there through an agreement with the City. Mongooses are not endangered and are actually considered a nuisance animal on O'ahu. With the commencement of development, they will disperse to other areas.

Mitigations

Fencing and medium-height shrubbery will be utilized as a buffer to keep cattle from the surrounding properties out of the park area.

RECEIVED AS FOLLOWS



Area Where Mongooses Found

3.10 Cultural and Historical Resources

As part of this project, a cultural assessment was completed of the project area. This assessment consisted of examination of historical documents, a review of existing archaeological information, oral interviews and preparation of the actual summary report. The complete report is included as Appendix C of this report. Through recent history, this area of the Kawailoa ahupua'a has been a center of sandalwood trade, fishponds, rice, and with the arrival of the O.R.&L railway at the turn of the century, sugar. The railroad ceased operating in 1947 and Meadow Gold Dairies, contiguous to the south end of the project site, moved to Waimanalo in 1990. Commencing with the Great Mahele in the mid-1800's most of the ahupua'a was and still is under the ownership of the predecessors of Kamehameha Schools. (CIS 2004) (See Appendix C)

Impacts

Based on the documentary research, there were no previously identified historic properties located within the project area. The O.R.&L. railroad right-of-way was located on the northwest boundary of the project area, along Kamehameha Highway but no evidence of *in situ* remains was encountered.

No specific documentation was found regarding *iwi* (ancestral remains) in the project area. The closest known burial was documented just west of the project area across from the former Meadow Gold dairy in a house lot off of Kamehameha Highway. The inadvertent finds, from footing trenches for a house, consisted of the disturbed remains of three individuals that were assigned state site 50-80-04-4670.

No written documentation was found regarding gathering of plants in the project area. However, the LCA awards mention a variety of plants that were grown near the project area: *wauke*, sweet potato, banana, bitter melon, sugar cane, *taro*, and

koa trees. The interviews with the people in the community confirmed certain cultural and historical documentation within the project area. They mentioned the project area was always pastureland as far back as they could remember. The community members were not aware of any burials or any Hawaiian or religious sites within the project area.

Mitigations

The community had mixed feelings about the beach park. While some agreed that it the park is a good idea, others are concerned about the traffic and pedestrian crossing and how it will be controlled or addressed. The only cultural concern is if any inadvertent burials are uncovered that they be cared for properly, although the interviewees feel the probability is low because of the past use of the land as pasture.

It should be noted that subsurface properties associated with former traditional Hawaiian activities in the project area, such as artifacts, cultural layers, and burials may be present despite the decades of modern activities such as pasture use. As a precautionary measure, personnel involved in the project should be informed of the possibility of inadvertent cultural finds and should be made aware of the appropriate notification measures to follow. There were no sites of significance within the project area. However, one site area with multiple features was observed outside of the project area on the northeast side. This site area was composed of a platform and a terrace/enclosure with internal alignments. It is the recommendation of Cultural Surveys Hawai'i, Inc. that this area not be disturbed without further investigation. (CIS 2004)

3.11 Archaeological Resources

Fieldwork was conducted in the study area on March 2 and 25, 2004. The surface survey of the entire project area was completed via pedestrian transect sweeps. Two CSH archaeologists walked at a distance of approximately five to seven meters apart in north-to-south and south-to-north sweeps. The documentary research included historical and archaeological studies of the Waialua area with the focus on Kawailoa. Subsurface testing took place on March 25, 2004 and consisted of nine backhoe trenches spatially distributed across the project area to expose sedimentary variation. (ARCH 2004) (See Appendix B)

There are four previously identified sites located near but outside the project area: Ili'ilikea Heiau (site 237), Pu'upea Heiau (site 238), the Akua Stone (site 239), and Kohokuwelowelo (site 240). J.G. McAllister documented the sites circa 1930 with the review of site status found in Sterling and Sumners (1978). Located south of the project area is Ili'ilikea Heiau (site 237). As stated in Sterling and Sumners, only a few large rocks indicate the former site, which is now covered in cane. This site was destroyed for the Waialua Agricultural Company, in 1916 by W. Harpam. It was described by Thrum as being 75 feet by 267 feet, and divided into two sections (McAllister in Sterling & Sumners, 1978:121). (ARCH 2004)

Nine trenches were excavated within the project area. The trenches were generally 7 to 10 m long and were excavated to a depth of 1.7 to 2.5 m or to the coral bedrock (whichever was deepest). The results of the current sub-surface investigations were consistent with the expectations formulated in the predictive model which was based on archival and historical research.

Impacts

No significant subsurface deposits were encountered. The charcoal lens documented in trench 3 was from kiawe clearing activities with large piles burned in this area. (ARCH 2004)

Mitigations

Based on the results of the archaeological inventory survey, we recommend that there be as little disturbance to the sandy area as possible. It is further recommended that an archaeological monitoring program be instituted during any future development in the project area due to known burials in sandy deposits in Kawailoa. The bulk of the project area with alluvial soils has a low potential for significant subsurface deposit. An archaeological monitoring program should be undertaken after consultation with SHPD/DLNR. (ARCH 2004)

3.12 Transportation

As part of this project, a traffic impact analysis was completed by Wilson Okamoto Corporation. This traffic analysis evaluated existing traffic operations, trip generation characteristics of the various proposed alternatives, and the identification and analysis of traffic impacts resulting from the proposed project. On average, the study determined that trip generation from the beach park project would result in 69 AM peak trip-ends and 69 PM peak trip-ends based on 69 maximum parking stalls as shown in development design Option One. However, it is important to note that this location already generates traffic with visitors parking along the Kamehameha Highway right-of-way. So the 69 trip-ends will most likely not all be newly generated from the project. Regardless, the traffic report notes that even with the trip-ends generated by the project, Kamehameha Highway is expected to continue operating at an AM Level of Service (LOS) "C" with a slightly lower volume-to-capacity (v/c) ratio of 0.34. The highway would continue to operate at a PM LOS "D" with a slightly lower v/c ratio of 0.49. (TIS 2004) (See Appendix A)

Impacts

The report concludes that the proposed beach support park is not expected to have a significant impact on traffic operations in the project vicinity. Traffic operations along Kamehameha Highway and the critical traffic movements at the project driveways are expected to operate at acceptable levels of service during both peak hours of traffic. The anticipated increases in the total traffic volumes along the highway are in the range of daily volume fluctuations and represent a minimal increase in the overall traffic volumes. (TIS 2004)

Mitigations

Traffic study recommendations for improvements include the construction of an exclusive left-turn bay for southbound vehicles at the southern driveway (entrance) to minimize the impact of entering vehicles to the through-traffic stream along Kamehameha Highway. The design incorporates separate ingress and egress cuts separated by 60 feet. The recommended plan also incorporates a striped crosswalk at the southern end of the project area. Use of public transit shall be encouraged especially since there is a designated stop for City bus services in front of the Laniākea site. The mauka bus stop will most likely have to be relocated. This will be addressed by the Honolulu Department of Transportation Services after a final design has been completed. The full traffic study, along with other design recommendations, is located in Appendix A of this report. —Option 3C was redesigned to move the egress further from the intersection of Pohakuloa Way, to reduce the conflict between drivers making movements from that location and the new park.

Pedestrian safety will be improved, as a striped crosswalk will funnel pedestrians across the highway while providing drivers with a cue to the need to slow down for them. Crosswalk warning signage, separate ingress/egress routes separated by 120 feet and a left turn lane and identifying signage will provide additional cues to the presence of pedestrians.

3.13 Noise

The current noise from the area emanates from Kamehameha Highway. The area is surrounded by rural residences and rural land uses not generating significant noise. Traffic along Kamehameha Highway does not emit significant noise levels.

Impacts and Mitigations

Construction of this project will not increase noise levels to significant levels. The only increase in noise would be the temporary noise from construction of the comfort station and the other improvements to the park as well as some grading and paving of the parking area.

3.14 Utilities

Existing Hawaiian Electric Company (HECO) power lines, Verizon telephone lines and Oceanic Cable transmissions lines are primarily overhead. These overhead lines and facilities follow the alignment of Kamehameha Highway on the makai side. However, fronting the park property, the utilities are located on the mauka side. This makes connections easy for the utilities that will be extended on the property such as electricity and telephone service. (See Figure 5)

Impacts and Mitigations

Based on the design guide for City Parks completed by Ronald N.S. Ho and Associates, Inc. in 1990, the recommended project load for use at beach support

parks averages 2.7 kVA. HECO has stated that this is within the substation capacity of the two 5/6.25 MVA transformers (WBR 2002).

3.15 Socio-Economic Impact

This installation will provide intangible benefits through the improvement of the shore-going experience for visitors and the tangible easing of traffic conflicts. This could translate into increased revenues from visitors to the Hale'iwa area in particular and the State of Hawai'i in general.

Impacts and Mitigations

Traffic flow will be improved as safety signage, a striped crossing and cleared vegetation improve driver awareness. Pedestrian safety will improve due to the signage. It will also improve traffic flow and safety as cars and pedestrian ingress/egress occurs outside of the road right-of-way. No specific socio-economic mitigations are recommended.

3.16 Environmental Justice

Environmental Justice is a provision of the National Environmental Policy Act (NEPA) that ensures that the lead agency preparing NEPA analyses and documents has analyzed environmental effects on minority populations, low-income populations, or Indian tribes, including human health, social and economic effects (CEQ 2002).

Six principles should be addressed in the course of environmental review to ensure consideration of Environmental Justice (EJ), which can be paraphrased as follows:

- Consider the human composition of the affected area - that is, its population and how human communities use it, and determine whether low-income levels or high-minority composition characterizes any such communities. If so, determine whether there may be disproportionately high and adverse effects on such populations.

Response: This project will provide a benefit to the community in the form of improved recreational opportunities for all economic levels that use the area. There will be no disproportionate adverse impacts to low-income or high-minority populations.

- Consider not only direct impacts on the health and environmental quality of EJ communities, but indirect, multiple, and cumulative effects as well.

Response: There will be no impact to populations outside of the North Shore area with the exception of visitors to the area.

- In the case of new construction, the EA should consider impacts on EJ communities that are not adjacent to the project site but whose residents use the vicinity of the project site for business, social, or cultural purposes.

Response: After construction, there will be no emissions, noise, odors or pollutants from the operation of this beach support park.

- Recognize that the cultural, social, occupational, historical, and economic characteristics of an EJ community may amplify the environmental effects of an action. Such a population may be more sensitive to such effects and less resilient in adapting to them than another community.

Response: As part of this EA, a cultural/historical assessment was completed to determine the impact of this project on any resources. No EJ issues related to these resources were identified in this report.

- Implement effective public participation strategies that seek to overcome linguistic, cultural, institutional, geographic and other barriers to meaningful participation including active outreach; and
- Assure early and meaningful community representation in the process of NEPA analysis and review recognizing that there may be diverse constituencies within a given community and seeking complete representation.

Response: There is a need for this beach support park as evidenced by the parking situation on the shoulder of the road by surfers and other beach visitors. The community has expressed an interest in seeing beach support facilities throughout the North Shore area. Under HRS Chapter 343, this EA is published and public comments are received and formally addressed as part of the Final EA.

3.17 Relationship to Government Regulations and Permitting Requirements

3.17.1 State

Hawai'i State Plan

The existing land uses consists of 3 acres. The 3 acres and the surrounding area have a State Land Use Designation of "Agricultural". Since this is being converted to a park run by the City and County of Honolulu Parks and Recreation Department, a rezoning process is not required and the park would be re-designated accordingly. (See Figure 2, 3)

The Hawai'i State Plan, embodied in Chapter 205-4.5 Hawaii Revised Statutes, notes that, "Within the agricultural district all lands with soil classified by the land study bureau's detailed land classification as overall (master) productivity rating class A or B shall be restricted to the following permitted uses:

(6) Public and private open area types of recreational uses including day camps, picnic grounds, parks, and riding stables, but not including dragstrips, airports, drive-in theaters, golf courses, golf driving ranges, country clubs, and overnight camps”

The park proposal is consistent with this Statute and all of the park soils are designated with a productivity rating of “D”.

The Hawai'i State Plan, embodied in Chapter 226, Hawai'i Revised Statutes, codifies long-range goals, objectives, policies and priority guidelines designed for the betterment and development of the State. Its overall goal is to achieve a strong and viable economy and a desirable physical environment that will promote the physical, social and economic well-being of Hawai'i's individuals, families, and communities. The proposed project promotes the following objectives and policies of the Hawai'i State Plan.

Objective and policies for socio-cultural advancement - leisure.

- Planning for the State's socio-cultural advancement with regard to leisure shall be directed towards the achievement of the objective of the adequate provision of resources to accommodate diverse cultural, artistic, and recreational needs for the present and future generations.
- To achieve the leisure objective, it shall be the policy of the State to:
 - Promote the recreational and educational potential of natural resources having scenic, open space, cultural, historical, geographical, or biological values while ensuring their inherent values are preserved.
- Ensure opportunities for everyone to use and enjoy Hawai'i's recreational resources.

The proposed project will improve access to the shoreline for park users and provide support facilities for existing recreational opportunities such as diving, surfing, fishing, swimming/sunbathing, and picnicking.

3.17.2 State Comprehensive Outdoor Recreation Plan (SCORP)

SCORP provides the technical basis and planning assumptions in support of the State Recreation Functional Plan. The following sections are applicable policies to the project.

Need for Additional Recreation Facilities and Resources

Parking, restrooms, showers, and other facilities at shoreline areas used for both commercial and private ocean recreation activities such as swimming, snorkeling, fishing, boating, kayaking, or paddling.

Ocean and Shoreline Areas

Respondents to the SCORP 2003 recreation user survey reported high use of shoreline parks and identified the need for more beach parks and facilities for picnicking, surfing, canoeing, kayaking, and other ocean recreation activities. There is particular concern over a lack of adequate restroom facilities and parking areas to keep up with the heavy use of these areas.

Beach Parks

Beach parks and ocean-based activities are a major factor in attracting visitors and determining the quality of life for residents. According to the DBEDT Visitor Satisfaction Survey for the first half of 2001, visitors favor ocean recreation activities while in Hawai'i.

This beach park project complies with all of these policies and enhances all of the applicable goals from the SCORP. Creation of this park will enhance the experience of seaside recreational uses and provide infrastructure to support these activities. Creation of this park will also enhance the visitor experience as it relates to tourism.

State Permit

Since this project will involve discharge into a stream, a NPDES permit is required. This permit will review the velocity and discharge during the construction phase and after the completion of the development itself. Best Management Practices will be incorporated to minimize the impacts on the stream both during and after construction.

3.17.3 County

Chapter 21, Revised Ordinances of Honolulu (ROH) contains information on land use provisions while Chapter 25, ROH contains information on Special Management Area Provisions. Both The (Land Use Ordinance Section 24-1.5) provides general principles and controls for parks, recreation and preservation areas.

~~*Parks and Recreation Areas. Parks and recreation areas as defined in Section 24-1.3 shall be located and designed so as to be suitable for different and varied neighborhoods and available to all residents of O'ahu. Wherever possible, existing and future parks within this system shall be linked by streams and other green belt trails, pedestrian ways, bicycle ways, hiking trails, parkways and boulevards.*~~

~~*Beach/Shoreline Parks. A system of public parks shall be provided and private greenbelts encouraged along the island's shoreline. New coastal development shall be regulated to preserve shoreline open space, including recreational support facilities such as picnicking and adequate space for public parking.*~~

~~The proposed project complies with these two principles and controls applicable to parks, recreation and preservation areas under the Land Use Ordinance.~~

The following objectives and policies of the City and County of Honolulu General Plan will be fulfilled by the creation of the Laniākea Beach Support Park:

- ~~Preserve the well-known and widely publicized beauty of O'ahu for visitors as well as residents.~~ The creation of this park would allow for visitors and residents to gain easier access to this beach area.
- ~~Protect and preserve the natural environment of O'ahu.~~ The creation of this park would allow for the natural environment of the Laniākea beach area to be preserved in its natural beauty.
- ~~Preserve and enhance the natural monuments and scenic views of O'ahu for the benefit of both residents and visitors.~~ By creating a support park, access to this area's scenic view will be made more convenient.
- ~~Locate community facilities on sites that will be convenient to the people they are intended to serve.~~ The creation of this support park will create easy access and parking to an area being widely utilized currently.
- ~~Provide a wide range of recreational facilities and services that are readily available to all residents of O'ahu.~~ The beach environment and its related activities will be enhanced by the creation of this support park.
- ~~Provide for safe and secure use of public parks, beaches, and recreation facilities.~~ The creation of the support park would allow for safer access to this area.
- ~~Encourage the safe use of O'ahu's ocean environment.~~ By creating this support park, the safe use of the ocean environment will be enhanced by a safer parking area and comfort station facilities.

County Permit

This project is located in the Special Management Area. This area extends inland from the shore around the island of O'ahu. The SMA process ensures that development near the shore is appropriate and does not significantly impact the environment. A County-issued building permit and possibly a grading/grubbing permit may also be required

3.17.4 North Shore Community Plan

The General Plan of the City and County of Honolulu directs growth to the Primary Urban Center and 'Ewa and limits growth in the urban fringe and rural areas. It designates the North Shore as a rural area where growth will be managed so that "an undesirable spreading of development is prevented and their proportion of the island-wide resident population remains unchanged."

The North Shore Sustainable Communities Plan published by the City and County of Honolulu Department of Planning and Permitting in July 2000 reaffirms the North Shore's role as a rural area as intended in the General Plan policies by establishing the following principles for future land use:

- Protect and preserve the natural environment and natural resources and features including: mountain, forest and watershed areas; marshes, rivers, and streams; shoreline areas, fishponds, and bays; and reefs and offshore islands.
- Preserve scenic views of the mountains, coastal Pali and shoreline areas including mauka and makai views seen from near shore waters and heavily traveled areas such as Kamehameha Highway and Kaukonahua Road.
- Manage and sustain ocean and nearshore resource to assure their long-term availability.
- Enhance opportunities for a wide range of recreational activities by providing community-based as well as natural resource-based parks, and by securing convenient public access, including public right-of-ways, bikeways, and pedestrian walkways to beaches and inland recreation areas.

This project will be consistent with all of the above policies and will facilitate enhanced recreation experiences for both residents and visitors.

Section 4
Determination and Conclusions

Section 4: Determination and Conclusions (FONSI)

4.1 Determination

This Environmental Assessment (EA) was prepared in accordance with the consultation provisions of Chapter 343, Hawaii Revised Statutes. Based on the significance criteria set forth in Section 11-200-12 of Title 11 Chapter 200, Hawai'i Administrative Rules, DOH, it is determined that the proposed project will not have a significant effect on the environment and therefore this Finding of No Significant Impact (FONSI) will be filed with the State Office of Environmental Quality Control (OEQC). Discussion of the project's conformance to the criteria is presented as follows:

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

The proposed action will not involve any construction activity that may lead to a loss or destruction of any natural or cultural resource. There will be no building structures within the 40-foot shoreline setback. There are no archaeological sites identified within the project site. The sites noted in the archaeological study completed for this project are all located outside the project parcel. There is little potential for encountering such resources, as the majority of the area proposed for development has been farmed and grazed as part of its previous agricultural uses.

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

The proposed project will not curtail the beneficial uses of the environment. The proposed improvements will facilitate and improve public access along the shoreline and provide facilities to enhance ocean and shore recreation. Use of the project site for the proposed improvements would be consistent with policies for open space, park areas and improved access to shoreline areas.

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

The proposed project does not conflict with long-term environmental policies, goals, and guidelines of the State of Hawai'i. The project's potential impacts are associated only with the short-term construction related activities. These temporary impacts associated with construction activity can be adequately mitigated through adherence to standard construction mitigation measures.

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

The proposed project will have no adverse effects on the economy of the North Shore. As for the social welfare of the community, long-term social benefits will manifest through the increased support facilities for the public's use of the shoreline and ocean area at Laniākea, the improved safety for pedestrians and vehicles along this area of Kamehameha Highway, and the preservation of open

space and view corridors along this North Shore corridor. The proposed project will also provide short-term economic benefits in the form of construction jobs.

5. *Substantially affects public health.*

Development of this park will not substantially affect public health. This park will facilitate improved health through increased recreational opportunities and safety for beach users.

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

No adverse secondary effects are anticipated with the construction or use of the proposed park improvements. The proposed improvements are in concert with the general policies of the North Shore DP regarding parks, open space and recreation.

7. *Involves a substantial degradation of environmental quality.*

Construction activities associated with the proposed project are anticipated to result in less than significant short-term impacts to noise, air quality, and traffic in the immediate project vicinity. With the incorporation of the recommended mitigation measures during the construction period including snow fencing, hay bales, other erosion measures and the limitations on noise and times of construction, the project will not result in degradation of environmental quality.

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

No cumulative effects are anticipated and there are no commitments for larger actions, inasmuch as the project proposes creation of a support park on an existing 3-acre site.

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

There are no known rare, threatened or endangered flora or fauna or associated habitats on the project site that could be adversely affected by the construction and use of the proposed park improvements.

10. *Detrimentially affects air or water quality or ambient noise levels.*

Operation of construction equipment would temporarily elevate ambient noise and concentrations of exhaust emission in the immediate vicinity of the project site. Although an increase in park use is anticipated as a result of creation of this park, use of the proposed park improvements will have no significant impact on air or water quality or ambient noise levels in the vicinity.

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

This project site is located in a flood plain, tsunami zone and contiguous to a fresh water area. While the structures and improvements will be designed to comply with applicable building codes to all of the above, there are no structures associated with this project that are designed for human habitation and the more stringent building codes related to such structures. The bathhouse is designed to be over 60 feet from the location where the ground begins to slope to the stream on the south side of the property. The bathhouse will not impact this environmentally sensitive area.

12. *Substantially affects scenic vistas and view planes identified in county or state plans or studies.*

The proposed development will result in one structure being built which will break the view plan mauka from Kamehameha Highway. However, implementation of the mitigation measures associated with this project will result in a line of dense, view-blocking foliage being removed from the northern mauka shoulder of Kamehameha Highway. This will open up a scenic vista that is currently blocked.

13. *Require substantial energy consumption.*

Construction and operation of the proposed park improvements will not require substantial increases in energy consumption. Beach support parks average 2.7 kVA. HECO has stated that this is within the substation capacity of the two 5/6.25 MVA transformers. (ONE'ULA 2001)

4.2 Conclusions

The impacts from this project will not be significant. Mitigation measures to reduce the impacts include:

- ≡ An exclusive left-turn bay for southbound vehicles at the southern driveway (entrance) should be constructed to minimize the impact of entering vehicles to the through-traffic stream along Kamehameha Highway.
- ≡ Installation of a striped crossing area leading across Kamehameha Highway.
- Kamehameha Highway should be rerouted to the mauka portion of the property thereby improving safety and traffic flow on the highway and allowing the beach to naturally undulate by removing the impediment of the roadway.
- The linear shrubbery along the highway at the north end of the property should be removed to increase perceived safety and security for park users and vehicles.
- Any cultural/archaeological finds found as a result of the cultural/archaeological surveys, shall be preserved, marked, recorded and

appropriately handled per the recommendations of the Cultural Surveys Assessment completed for this project.

- In anticipation of this site containing City lifeguards in the future, the facilities should be designed for full lifeguard storage and accommodations in compliance with recommendations of the City and County of Honolulu Department of Emergency Services.
- Where possible, grass pavers or other permeable surfaces, should be utilized in lieu of traditional non-permeable pavement. This will assist in slowing drainage, allowing groundwater recharge, and reducing the infrastructure needed to support drainage from the site into the stream.
- The design of the park should be flexible in order to accommodate any rerouting of Kamehameha Highway. Specifically, the park should be designed to allow for access from the mauka side to the parking area, if the highway is rerouted to that location.

In order to avoid traffic impacts to Pohakuloa Way, the egress at the Waimea end of the park should be placed as far from Pohakuloa Way as possible, while still keeping an appropriate distance from the ingress and left-turn lane.

All County-improved roads are required to be in compliance with Section 103D-407 of the Hawaii Revised Statutes (HRS)D-407 "Construction projects, roadway materials; recycled glass content requirements".

Siltation will be limited during construction through the use of snow fencing, hay bales and other sediment-absorbing structures.

References and Sources

References and Sources

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**Appendix
Comments and Responses**

From: Antya Miller [miller012@hawaii.rr.com]
Sent: Wednesday, September 22, 2004 11:07 AM
To: Jeff Merz
Subject: Draft EA for Laniaka Beach Support

Dear Jeff:

Comments are mine alone and do not represent the NSNB #27.

I haven't been able to review the draft in detail, but here are my comments:

1. The beach support park should NOT be built until the road is realigned and can be built on the makai side of the road. It will be a waste of funds and only increase the dangerous situation with more pedestrians crossing. (The state will not build crosswalks so the road needs to be realigned.)

Also, it will increase traffic/congestion in that area and at present the traffic slows to a crawl at best when the surf is up. Many accidents (fender benders) occur because the traffic is bumper to bumper and people start looking at the surf.

2. In my cursory review of the EA I didn't see mention of the impact on the sea turtles. The EA says there will be no adverse impact and that there are no endangered species (if I read it correctly). Hawaiian sea turtles are an endangered species and are being adversely impacted by the tourism industry because the tour buses are stopping there and letting people watch, swim with, touch and possibly feed them. The area has become known as "Turtle Beach" and is now a regular stop for the tourist buses.

This traffic will only increase with the facilities and something needs to be done to protect the turtles such as signs to warn visitors about proper behavior in relation to the turtles, permits for vendors to control the number of visitors and responsibility for educating the visitors, policing for rubbish, and other possibilities. The businesses that are earning their living off of "Turtle Beach" should be good stewards of that area and consider taking care of it a normal cost of doing business - which is a sustainable practice and should be encouraged or

required by government.

3. I believe that there should only be parking, bathroom and shower facilities only. People shouldn't be encouraged to eat at this beach due to the turtles and rubbish they may consume that is left by visitors.

There needs to be a balance between the needs of visitors and the residents of this area. I grew up at Laniaka and am amazed at the numbers of people going there now. Most of the people on that beach now have gates to control people from coming into their yards.

Thank you for your consideration of these comments.

Antya L. Miller

Member of North Shore Neighborhood Board #27

Again thank you for your comments and contact me if you have any additional questions.



December 1, 2004

Ms. Antya L. Miller
Member of the North Shore Neighborhood Board #27
e-mail address: millera012@hawaii.rr.com

Ms. Miller,

Thank you for your comments pertaining to the Draft Environmental Assessment for the proposed Lanikaea Beach Support Park. Below are numbered responses corresponding to numbers from your e-mail sent September 22, 2004.

1. Many respondents have expressed a concern about realigning the road prior to making any improvements to the beach parks in the area. At this time, the realignment decision will be made, and monies allocated, by the Department of Transportation. At this time, the DOT has not expressed an immediate interest in completing this realignment. In an effort to facilitate this realignment, we have:
 - Distributed copies of the DEA to the DOT.
 - Recommended realignment of the road, as well as a crosswalk, in the DEA
 - Designed the park for compatibility with the realigned road.
2. The DEA addressed the proposed park area. Currently, the beach is outside any improvement area for the park. The subconsultant studies analyzed the project area and did not review the shoreline or beach area across Kamehameha Highway as it was outside the scope of this project. However, the issue you mention is an important one. Tour buses currently stopping to view/interact with the turtles should be addressed. While the park project is not directly related to the current impacts on turtles and their habitat, the final EA will include a recommendation for educational/awareness signs on the status, legal protection and penalties associated with sea turtles or their habitat.
3. The Parks Department has agreed that there should not be picnic facilities at the proposed beach support park. Therefore, the revised plan for the park will remove the park bench features.

Sincerely,

Jeff Kelly, AICP
Senior Planner
Oceanit



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Suspense Date: 9/3/04

LD/NAV
LANIAKEABEACHPARK.CMT

LO-NAV

September 24, 2004

LANIAKEABEACHPARK.RCM

MEMORANDUM:

TO: XXX Engineering Division
*XXX Division of Forestry and Wildlife
*XXX Division of State Parks
XXX Division of Aquatic Resources
XXX Division of Boating and Ocean Recreation
XXX Office of Conservation and Coastal Lands
*XXX Commission on Water Resource Management
*XXX Land-Oahu District Land Office
*XXX Land-Planning and Development
*XXX Land-Project Development

FROM: Dierdre S. Mamiya, Administrator
Land Division

SUBJECT: Draft Environmental Assessment for Lanikaea Beach Support Park, Haleiwa North Shore, Island of Oahu, Hawaii
CsCoH Department of Design and Construction

Thank you for the opportunity to review and comment on the subject matter. A copy of the document pertaining to the subject matter was distributed to the following Department of Land and Natural Resources' Divisions for their review and comment:

- Engineering Division
- Division of Forestry & Wildlife
- Division of State Parks
- Division of Aquatic Resources
- Division of Boating and Ocean Recreation
- Office of Conservation and Coastal Lands
- Commission on Water Resource Management
- Land-Planning and Development
- Land-Oahu District Land Office

*Note: One copy of the document is available in the Land Division Office, Room 220.

Please review the document pertaining to the subject matter and submit your comments (if any) on Division letterhead signed and dated by the suspense date.

Should you need more time to review the subject matter, please contact Nick Vaccaro at 587-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.

() We have no comments.

Enclosed please find a copy of the Engineering Division and Office of Conservation and Coastal Lands comments.

Base on the attached responses, the Department of Land and Natural Resources has no other comment to offer on the subject matter.

Should you have any questions, please contact Nicholas A. Vaccaro of the Land Division Support Services Branch at 587-0384.

Very truly yours,

DIERDRE S. MAMIYA
Administrator

Signed: *[Signature]* Date: 9/2/04

Name: *[Signature]* Division: Engineering

Signed: *[Signature]* Date: 9/2/04

Name: *[Signature]* Division: Chief Engineer

Comments attached.

Comments attached.

C: ODLO

DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LD/NAV

Ref: LANIAKEBEACHPARK.CMT

COMMENTS

- (X) We confirm that the project site, according to the Flood Insurance Rate Maps (FIRM), is located in Flood Zones AE and VE.
- () Please take note that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Zones _____.
- () Please note that the correct Flood Zone Designation for the project site according to the Flood Insurance Rate Map (FIRM) is _____.
- (X) Please note that the project site must comply with the rules and regulations of the National Flood Insurance Program (NFIP) presented in Title 44 of the Code of Federal Regulations (44CFR), whenever development within a Special Flood Hazard Area is undertaken. If there are any questions, please contact the State NFIP Coordinator, Ms. Carol Tyau-Beam, of the Department of Land and Natural Resources, Engineering Division at (808) 587-0267.
- Please be advised that 44CFR indicates the minimum standards set forth by the NFIP. Your Community's local flood ordinance may prove to be more restrictive and thus take precedence over the minimum NFIP standards. If there are questions regarding the local flood ordinances, please contact the applicable County NFIP Coordinators below:
 - (X) Mr. Robert Sumimoto at (808) 523-4254 or Mr. Mario Liu Li at (808) 523-4247 of the City and County of Honolulu, Department of Planning and Permitting.
 - () Mr. Kelly Gomes at (808) 961-8327 (Hilo) or Mr. Kian Emlet at (808) 327-3330 (Kona) of the County of Hawaii, Department of Public Works.
 - () Mr. Francis Cerizo at (808) 270-7771 of the County of Maui, Department of Planning.
 - () Mr. Mario Antonio at (808) 241-6620 of the County of Kauai, Department of Public Works.
- () The applicant should include project water demands and infrastructure required to meet water demands. Please note that the implementation of any State-sponsored projects requiring water service from the Honolulu Board of Water Supply system must first obtain water allocation credits from the Engineering Division before it can receive a building permit and/or water meter.
- () The applicant should provide the water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update.
- () Additional Comments: _____
- () Other: _____

Should you have any questions, please call Mr. Andrew Monden of the Planning Branch at 587-0229.

Signed:  ERIC T. HIRANO, CHIEF ENGINEER

Date: _____

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MEMORANDUM:

- TO:
- XXX Engineering Division
 - *XXX Division of Forestry and Wildlife
 - *XXX Division of State Parks
 - XXX Division of Aquatic Resources
 - XXX Division of Boating and Ocean Recreation
 - XXX Office of Conservation and Coastal Lands
 - *XXX Commission on Water Resource Management
 - *XXX Land-Oahu District Land Office
 - *XXX Land-Planning and Development
 - *XXX Land-Project Development

FROM: Dierdre S. Mamiya, Administrator
Land Division

SUBJECT: Draft Environmental Assessment for Laniakea Beach Support Park, Haleiwa North Shore, Island of Oahu, Hawaii
CS&C Department of Design and Construction

Please review the document pertaining to the subject matter and submit your comments (if any) on Division letterhead signed and dated by the suspende date.

*Note: One copy of the document is available in the Land Division Office, Room 220.

Should you need more time to review the subject matter, please contact Nick Vaccaro at 587-0384. If this office does not receive your comments by the suspende date, we will assume there are no comments.

() We have no comments.

Signed:  Robert M. Ivey

Date: Sept. 2, 2004

Name: Robert M. Ivey
Division: Land

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Chairman
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Suspense Date: 9/3/04

MEMORANDUM:
TO: XXX Engineering Division
*XXX Division of Forestry and Wildlife
*XXX Division of State Parks
XXX Division of Aquatic Resources
XXX Division of Boating and Ocean Recreation
XXX Office of Conservation and Coastal Lands
*XXX Commission on Water Resource Management
*XXX Land-Oahu District Land Office
*XXX Land-Planning and Development
*XXX Land-Project Development
FROM: Dierdre S. Mamiya, Administrator
Land Division

MEMORANDUM:
TO: XXX Engineering Division
*XXX Division of Forestry and Wildlife
*XXX Division of State Parks
XXX Division of Aquatic Resources
XXX Division of Boating and Ocean Recreation
XXX Office of Conservation and Coastal Lands
*XXX Commission on Water Resource Management
*XXX Land-Oahu District Land Office
*XXX Land-Planning and Development
*XXX Land-Project Development
FROM: Dierdre S. Mamiya, Administrator
Land Division

SUBJECT: Draft Environmental Assessment for Laniakea Beach Support Park, Haleiwa North Shore, Island of Oahu, Hawaii
C&CoH Department of Design and Construction
Please review the document pertaining to the subject matter and submit your comments (if any) on Division letterhead signed and dated by the suspense date.
*Note: One copy of the document is available in the Land Division Office, Room 220.

SUBJECT: Draft Environmental Assessment for Laniakea Beach Support Park, Haleiwa North Shore, Island of Oahu, Hawaii
C&CoH Department of Design and Construction
Please review the document pertaining to the subject matter and submit your comments (if any) on Division letterhead signed and dated by the suspense date.
*Note: One copy of the document is available in the Land Division Office, Room 220.

Should you need more time to review the subject matter, please contact Nick Vaccaro at 587-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.
 We have no comments. () Comments attached.
Signed: *[Signature]* Date: 8/25/04
Name: David S. Cain Division: State Parks

Should you need more time to review the subject matter, please contact Nick Vaccaro at 587-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.
 We have no comments. () Comments attached.
Signed: *[Signature]* Date: 8/25/04
Name: Edwin T. Sakoda Division: C&CoH

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MEMORANDUM:

- TO: XXX Engineering Division
 *XXX Division of Forestry and Wildlife
 *XXX Division of State Parks
 XXX Division of Aquatic Resources
 XXX Division of Boating and Ocean Recreation
 XXX Office of Conservation and Coastal Lands
 *XXX Commission on Water Resource Management
 *XXX Land-Oahu District Land Office
 *XXX Land-Planning and Development
 *XXX Land-Project Development

FROM: Dierdre S. Mamiya, Administrator
 Land Division

SUBJECT: Draft Environmental Assessment for Laniakea Beach Support
 Park, Haleiwa North Shore, Island of Oahu, Hawaii
 C&Coh Department of Design and Construction

Please review the document pertaining to the subject matter and submit your comments (if any) on Division letterhead signed and dated by the suspense date.

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Should you need more time to review the subject matter, please contact Nick Vaccaro at 587-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.

We have no comments. () Comments attached.

Signed: Francis Dish Date: 9/1/04

Name: Francis Dish Division: Aquatic Resources

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MEMORANDUM:

- TO: XXX Engineering Division
 *XXX Division of Forestry and Wildlife
 *XXX Division of State Parks
 XXX Division of Aquatic Resources
 XXX Division of Boating and Ocean Recreation
 XXX Office of Conservation and Coastal Lands
 *XXX Commission on Water Resource Management
 *XXX Land-Oahu District Land Office
 *XXX Land-Planning and Development
 *XXX Land-Project Development

FROM: Dierdre S. Mamiya, Administrator
 Land Division

SUBJECT: Draft Environmental Assessment for Laniakea Beach Support
 Park, Haleiwa North Shore, Island of Oahu, Hawaii
 C&Coh Department of Design and Construction

Please review the document pertaining to the subject matter and submit your comments (if any) on Division letterhead signed and dated by the suspense date.

*Note: One copy of the document is available in the Land Division Office, Room 220.

Should you need more time to review the subject matter, please contact Nick Vaccaro at 587-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.

We have no comments. () Comments attached.

Signed: Paul Glynn Date: AUG 19 2004

Name: PAUL J. CONRY, ADMINISTRATOR Division: LAND DIVISION

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Ref: OCCL: DE

Suspense Date: 9/3/04

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September 16, 2004

Facilities Branch
 Department of Design and Construction
 City and County of Honolulu
 650 South King St 9th Floor
 Honolulu, HI 96813

- MEMORANDUM:
- TO: *XXX Engineering Division
 *XXX Division of Forestry and Wildlife
 *XXX Division of State Parks
 *XXX Division of Aquatic Resources
 *XXX Division of Boating and Ocean Recreation
 *XXX Office of Conservation and Coastal Lands
 *XXX Commission on Water Resource Management
 *XXX Land-Oahu District Land Office
 *XXX Land-Planning and Development
 *XXX Land-Project Development

FROM: Dierdre S. Mamiya, Administrator
 Land Division

SUBJECT: Draft Environmental Assessment for Laniakaa Beach Support
 Park, Haleiwa North Shore, Island of Oahu, Hawaii
 C&CoH Department of Design and Construction

Please review the document pertaining to the subject matter
 and submit your comments (if any) on Division letterhead signed and
 dated by the suspense date.

*Note: One copy of the document is available in the Land Division
 Office, Room 220.

Should you need more time to review the subject matter, please
 contact Nick Vaccaro at 587-0384. If this office does not receive
 your comments by the suspense date, we will assume there are no
 comments.

We have no comments. () Comments attached.
 Signed: Richard Rice Date: 8/23/04

Name: Richard Rice Division: Land

Subject: Review and comments on Draft EA for Laniakaa Beach Support Park
 for TMK (1)-6-1-05:014. 61-676 Kamehameha Hwy, Haleiwa, Hawaii.

The State of Hawaii Department of Land and Natural Resources (DLNR) Office
 of Conservation and Coastal Lands (OCCL) has reviewed the August 2004 Draft
 Environmental Assessment (DEA) for Laniakaa Beach Support Park, Haleiwa,
 Hawaii. The City and County of Honolulu, Department of Design and
 Construction will be seeking approval for a Special Management Area (SMA)
 Permit for construction of beach Park support facilities including restrooms and
 parking facilities. The Department has reviewed the project information provided
 and has the following comments:

GENERAL COMMENTS:

The OCCL supports improving the beach park facilities at Laniakaa Beach. The
 existing conditions are inadequate for the high recreational use of the area and
 clearly several safety issues regarding parking and pedestrian traffic across the
 highway have developed.

The OCCL supports the relocation of Kamehameha Highway mauka of the
 proposed beach park as outlined in Section 2.5.6 of the DEA. The existing

September 16, 2004

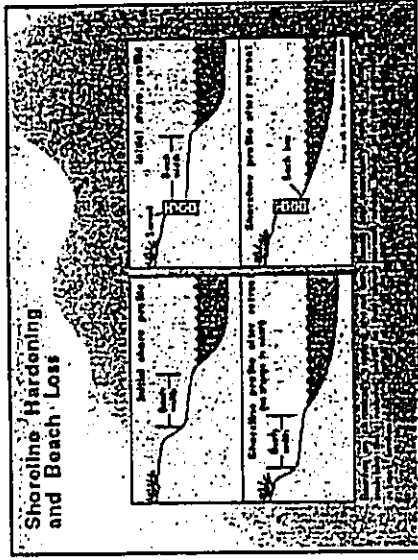
DEA Comments- Lanaikea Beach Support Park

Page 2

highway is regularly threatened by seasonal high surf and warrants closures of the makai lanes on an annual basis. Clearly, the existing highway is too close to the shoreline and is impacting the coastal processes of the beach and nearshore waters. The OCCL supports relocating the highway in conjunction with the development of the proposed beach park. This may offer multiple benefits including:

1. The removal of the rock armoring protecting the highway would allow the beach to respond naturally to seasonal erosion and would likely form a wider sandy beach fronting the beach park as the beach is able to migrate landward naturally (see figure below).
2. This would also eliminate the need to continue to allocate valuable resources to protecting the highway from erosion hazards. It does not make economic sense to perpetually wage war against the ocean when there are viable and attractive alternatives available.
3. Highway safety and traffic congestion would be greatly improved as the vehicular traffic would be relocated mauka of the beach park facilities, thus eliminating pedestrian traffic across the highway. Improvement of highway traffic has many direct and indirect benefits to the community and highway users.

It has been well documented that seawalls on eroding shorelines can lead to beach loss or narrowing by restricting the natural movement of the shoreline landward¹. With a hard structure in place the beach may not maintain the original width as it retreats landward and instead narrows. The Department attempts to mitigate negative impacts to the coastal system from shore protection structures by encouraging alternative erosion control measures in place of constructing seawalls and revetments. The Department feels the DEA correctly supports relocation of the highway as an alternative to shoreline hardening.



¹ *Beach Loss Along Armored Shorelines on Oahu, Hawaiian Islands*. 1997. Fletcher, H. Charles, et. al. Journal of Coastal Research. Vol. 13, No. 1, pg. 209-215.

RECEIVED
SEP 17 2004
BY:

LINDA LINDALE
SUPPORT OFFICER



STATE OF HAWAII
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TYRONNE T. KU
DEPUTY DIRECTOR - WATER

COMMISSION DEVELOPER APPROVED MANAGEMENT

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CONSERVATION AND COASTAL LANDS
FOR THE STATE OF HAWAII

LAND
STATE

STATE
OFFICE OF CONSERVATION AND COASTAL LANDS

Ref: OCCL: DE

Correspondence: OA-05-63

Facilities Branch
Department of Design and Construction
City and County of Honolulu
950 South King St 9th Floor
Honolulu, HI 96813

September 16, 2004

Subject: Review and comments on Draft EA for Lanaikea Beach Support Park for TMK (1)-6-1-05:014. 61-676 Kamehameha Hwy, Haleiwa, Hawaii.

The State of Hawaii Department of Land and Natural Resources (DLNR) Office of Conservation and Coastal Lands (OCCL) has reviewed the August 2004 Draft Environmental Assessment (DEA) for Lanaikea Beach Support Park, Haleiwa, Hawaii. The City and County of Honolulu, Department of Design and Construction will be seeking approval for a Special Management Area (SMA) Permit for construction of beach Park support facilities including restrooms and parking facilities. The Department has reviewed the project information provided and has the following comments:

GENERAL COMMENTS:

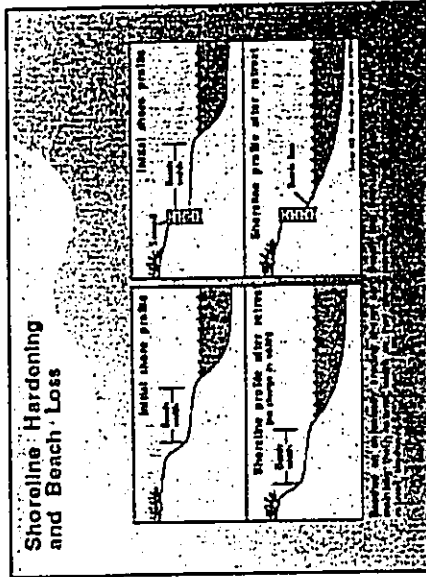
The OCCL supports improving the beach park facilities at Lanaikea Beach. The existing conditions are inadequate for the high recreational use of the area and clearly several safety issues regarding parking and pedestrian traffic across the highway have developed.

The OCCL supports the relocation of Kamehameha Highway mauka of the proposed beach park as outlined in Section 2.5.6 of the DEA. The existing

highway is regularly threatened by seasonal high surf and warrants closures of the makai lanes on an annual basis. Clearly, the existing highway is too close to the shoreline and is impacting the coastal processes of the beach and nearshore waters. The OCCL supports relocating the highway in conjunction with the development of the proposed beach park. This may offer multiple benefits including:

1. The removal of the rock armoring protecting the highway would allow the beach to respond naturally to seasonal erosion and would likely form a wider sandy beach fronting the beach park as the beach is able to migrate landward naturally (see figure below).
2. This would also eliminate the need to continue to allocate valuable resources to protecting the highway from erosion hazards. It does not make economic sense to perpetually wage war against the ocean when there are viable and attractive alternatives available.
3. Highway safety and traffic congestion would be greatly improved as the vehicular traffic would be relocated mauka of the beach park facilities, thus eliminating pedestrian traffic across the highway. Improvement of highway traffic has many direct and indirect benefits to the community and highway users.

It has been well documented that seawalls on eroding shorelines can lead to beach loss or narrowing by restricting the natural movement of the shoreline landward¹. With a hard structure in place the beach may not maintain the original width as it retreats landward and instead narrows. The Department attempts to mitigate negative impacts to the coastal system from shore protection structures by encouraging alternative erosion control measures in place of constructing seawalls and revetments. The Department feels the DEA correctly supports relocation of the highway as an alternative to shoreline hardening.



¹ *Beach Loss Along Armored Shorelines on Oahu, Hawaiian Islands*. 1997. Fletcher, H. Charles, et. al. Journal of Coastal Research. Vol. 13, No. 1. pg. 209-215.

Chuns Reef

It should be noted that Chuns's Reef approximately 0.25 miles to the north has an identical problem that Laniakaa Beach is experiencing now. Parking along the road and pedestrian traffic crossing the highway is extremely hazardous and often leads to traffic congestion and traffic accidents. The OCCL recommends that both Laniakaa and Chuns be evaluated together in the traffic studies and design considerations.

For example, if the highway is relocated mauka at Laniakaa, it should also remain mauka of the Chuns Reef area in order to avoid the same conflict the recreational users are having at Laniakaa currently (Figure 1). If this is not done the OCCL feels the traffic and safety issues at Laniakaa will be transferred to the Chuns area and traffic will continue to plague this area.

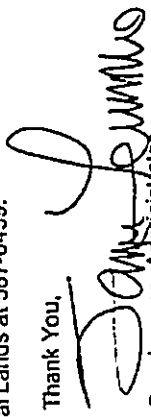
Development Options:

The OCCL supports in concept, Development Option 3 for several reasons:

1. The Department feels that this option would provide the most parking stalls with the least amount of impermeable surface. The Department feels anything less than the proposed 69 parking stalls may be inadequate for the heavy recreation use of the area, especially considering the rapid increase in population and visitor use of the North Shore of Oahu.
2. Option 3 appears to offer the largest setback from the shoreline with the majority of the parking lot located mauka of the park area. This may help to create the sense of a "Beach" park with an unobstructed view and access to the shoreline without having to cross a parking lot.
3. Option 3 may also function the best of the three if the highway is relocated mauka of the park. It appears this design would offer easy access to the parking lot from the mauka side and still preserve an open park area makai of the parking lot. Option 1 and 2 may involve placing new ingress and egress drives across the park to access the parking lot if the highway is relocated, thus interrupting the open park feeling.

September 16, 2004

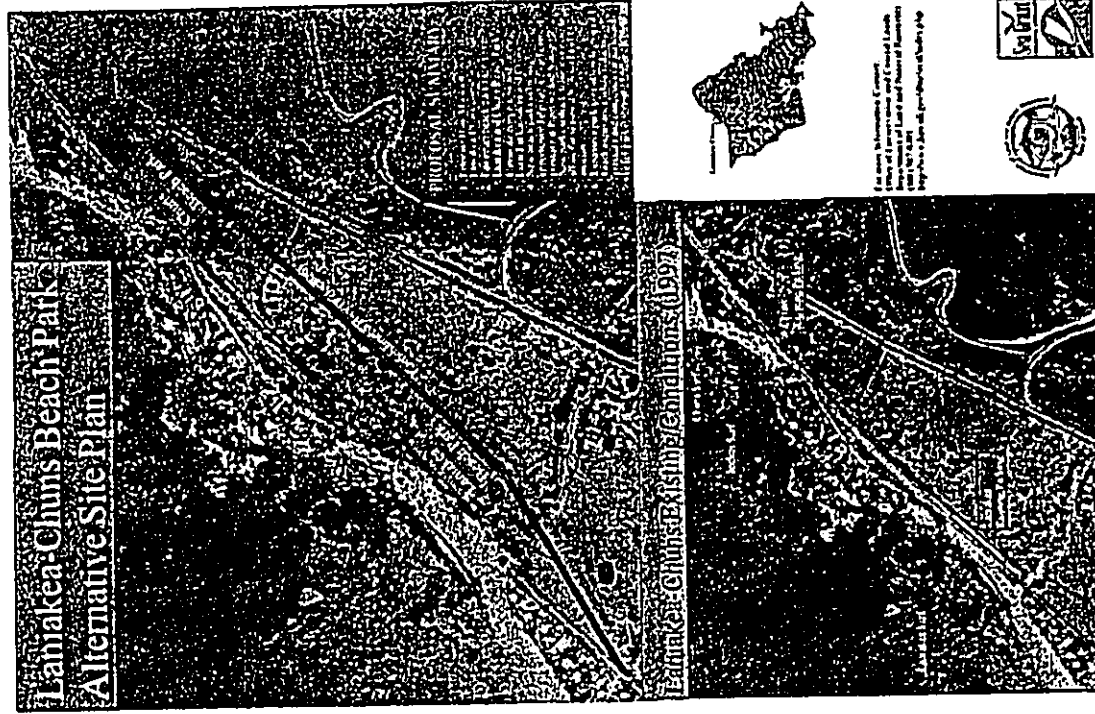
Thank you for the opportunity to comment on this DEA. If you should have any questions, please contact Dolan Eversole, Sea Grant Extension Agent at the Office of Conservation and Coastal Lands at 587-0439.

Thank You,

 Sam Lemmo, Administrator
 Office of Conservation and Coastal Lands

Cc: Oahu Board Member
 Land Division
 Chairperson's Office
 Department of Transportation
 Mr. Eric Crispin, Director City and County of Honolulu Department of Planning and Permitting 650 South King St Honolulu, HI 96813
 Oceanit 1001 Bishop St. ASB Tower 2970 Honolulu, HI 96813
 Ralph Goto Ocean Safety Administrator City and County of Honolulu Ocean Safety and Lifeguard Services Division 3823 Leahi Avenue Honolulu, Hawaii 96815 USA

September 16, 2004

Figure 1.
Potential Road Relocation Laniaka-Chuns, Oahu



NOALS/SGLE
001/0000R



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

October 15, 2004

Mr. Don Griffin
Facilities Branch
Department of Design and Construction
City & County of Honolulu
650 South King Street, 9th Floor
Honolulu, Hawaii 96813

Dear Mr. Griffin:

Subject: Lanikaea Beach Support Park
Draft Environmental Assessment (DEA)

We have reviewed the subject draft environmental document covering the proposed park project. The proposed project will affect our highway facilities. We have the following comments regarding the project's impact:

1. Our Highways Division will need to review and determine the appropriate location and number of accesses and intersection improvements needed along the present Kamehameha Highway. Access plans, including roadway and intersection improvements, crosswalks, signage and shoulder landscaping should be submitted to our Highways Division for review and approval.
2. A use and occupancy agreement with our Highways Division will be required for all utilities located within the highway right-of-way.
3. No additional storm water runoff will be allowed onto Kamehameha Highway.
4. The draft document should be supplemented with a pedestrian study addressing the management and control of pedestrian crossings and use along both sides of Kamehameha Highway.
5. To alleviate parking on the highway shoulder, the demand and ease of accessibility should be considered in the determination of facilities and parking areas. It would be desirable not to duplicate the conditions at Sunset Beach Support Park where more people park on the road shoulders rather than within the park.

Mr. Don Griffin
Page 2
October 15, 2004
STP 8.1419

6. The environmental assessment should address the peak traffic periods. Peak traffic on Kamehameha Highway in the project area occurs on the weekend between mid-September and April when the surf conditions on the North Shore are at its prime. We noted that traffic counts were taken on weekdays in mid-May.

7. Any proposal to realign Kamehameha Highway inland at the subject location will incur significant costs. The Statewide Highway Shoreline Protection Study, November 2003, Final Report, estimated that highway rerouting at Kawailoa Beach would cost about \$9.1 million as compared to about \$4.8 million for a CRM wall, revtment, groin and beach nourishment. If the City and County is pursuing this proposal to have Kamehameha Highway realigned, it would have to be done at no cost to the State. Also, coordination with our Highways Division will be necessary, to ensure that our highway standards and requirements are incorporated into the plans.

8. Plans for construction work within and/or adjoining our highway right-of-way must be submitted to our Highways Division for our review and approval.

We appreciate the opportunity to provide our comments at this time.

Very truly yours,

RODNEY K. HARADA
Director of Transportation

DS:km

c: Jeff Metz, Oceanit, Inc.
Genevieve Salmonson, Office of Environmental Quality Control

December 1, 2004

Rodney K. Haraga
Director of Transportation
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

Re: Laniakea Beach Support Park Draft Environmental Assessment

Mr. Haraga:

Thank you for your Department's responses to our referral of the Draft Environmental Assessment for the Laniakea Beach Support Park. Following are responses to comments from your letter dated October 15, 2004.

1. All improvements involving access to this project site from Kamehameha Highway, crosswalks, signage and the use of the DOT right-of-way, shall be routed through the Highways Division for review. This EA document is the preliminary step for the project. Once a formal design has been chosen, more in-depth traffic and engineering studies will be completed including full consultation with the DOT.
2. A use and occupancy agreement will be secured for any utility located within the highway right-of-way.
3. The stormwater system is being designed to allow on-site dissipation and/or regulation-compliant drainage away from Kamehameha Highway.
4. If the pedestrian crossing becomes a part of this project, a pedestrian study and crosswalk design will be completed as part of the engineering and design phase.
5. Parking on the shoulder of the highway appears to be a problem at numerous beach parks around O'ahu. The problem is exacerbated at the Laniakea location due to the wide right-of-way on the mauka side and the tour bus stops to view turtles, on the makai side of the highway. To address this, we are considering various options such as "No Stopping" signs, enhanced enforcement and physical barriers. Various options will be considered as part of the design phase of the park.
6. While the report does not use peak traffic periods and counts for its analysis, it does provide a basis from which to determine needs of, and design for, traffic control measures associated with the site. A supplemental traffic study may be

Page 2 of 2

completed depending on budget, timing of development and ultimate design of this park.

7. The EA analyzes various options for development and the environmental impacts from those options. The realignment would be one environmentally-appropriate way to address the issue of shoreline erosion, traffic management and enhancement of the visitor's beach experience. However, various factors by numerous agencies will be considered, as part of any proposed or future realigning of Kamehameha Highway. Any realignment would need to be reviewed, coordinated and ultimately approved by the State DOT, since this is a State highway.
8. Any plans for construction within or adjoining the Kamehameha Highway right-of-way will be submitted to the Highways Division, for review and approval.

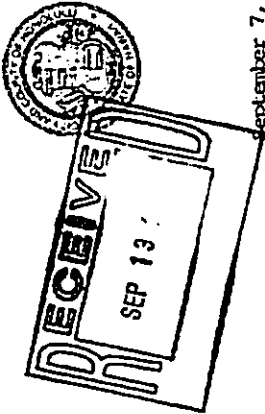
Again thank you for your comments and contact me if you have any additional questions.

Sincerely,

Jeff Merz, AICP
Senior Planner
Oceanit

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

630 SOUTH KING STREET, HONOLULU, HAWAII 96813
TELEPHONE (808) 521-4111 FAX (808) 521-4211 INTERNET WWW.DPP.HONOLULU.HI.GOV



JT:EM:HARRIS
8/13/04

ERIC G. CRISPIN, AIA
DIRECTOR
DANIELLE K. STANTON
DEPUTY DIRECTOR
KATHY SODOGAWA
CHIEF PLANNER

2004/ELOG-1825(j1)

September 7, 2004

Jeff Merz, AICP
Oceanit
1001 Bishop Street, Suite 2970
Honolulu, Hawaii 96813

Dear Mr. Merz:

Draft Environmental Assessment
Laniakea Beach Support Park
61-676 Kamehameha Highway - Haleiwa
Tax Map Keys 6-1-5; 14; 6-1-10; 18; 6-1-9; 5

We have reviewed the above Draft Environment Assessment (DEA) and offer the following comments:

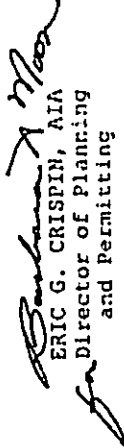
1. The first paragraph on page 15 does not follow the last paragraph on page 14.
2. On page 19, Hawaii State Plan, the site should be discussed as a permissible use in accordance with Chapter 205-4.5 Hawaii Revised Statutes. The portion of the paragraph referring to county rezoning should be included under Section 3.17.3 County.
3. The top of page 21 references "Section 24-1.5" of the Land Use Ordinance (LUO). The correct reference to the LUO is "Chapter 21, ROH". The section cited, Chapter 24, Development Plans, ROH relates to the Development Plan Common Provisions, which no longer apply to the eight regional plans on the island of Oahu. How the proposal is consistent with the policy of the North Shore Sustainable Communities Plan should be discussed.

Jeff Merz, AICP
Page 2
September 7, 2004

4. Referring to Section 4.1.1 on page 23, a site plan showing the location of the proposed park in relation to the ocean should be included in the DEA. In addition, the shoreline setback should be delineated on the plan. If a 40-foot setback will be used, a Certified Shoreline Survey should be submitted with the SMA permit application. In lieu of the 40-foot setback, a 55-foot setback from the vegetation line (i.e., waiver line) can be shown on the plan.
5. Page ii, Permits Required, the project will require a Building Permit.
6. A copy of the DEA should be routed to the State Department of Transportation since Kamehameha Highway is under the jurisdiction of this agency.

Thank you for the opportunity to comment on the DEA. If you have any questions, please contact Jeff Lee of our staff at 527-6274.

Sincerely yours,


ERIC G. CRISPIN, AIA
Director of Planning
and Permitting

EGC:CS
09/22/04

Thank you again for your comments and contact me if you have any additional questions.

Mahalo,

Jeff Merz, AICP
Senior Planner
Occunit

December 1, 2004

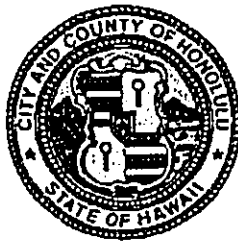
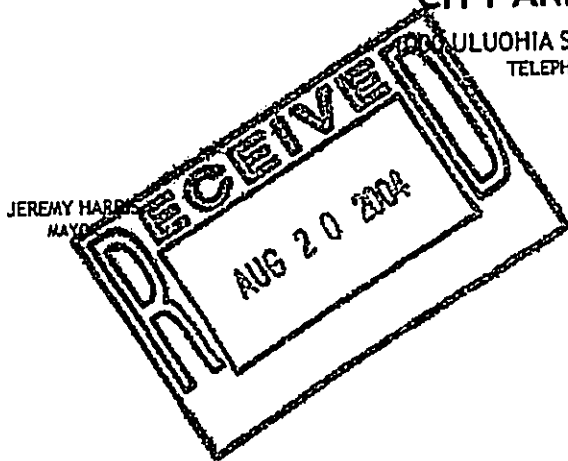
Eric Crispin, AIA
Director
Department of Planning and Permitting
650 South King Street
Honolulu, HI 96813

Mr. Crispin:

Thank you for your comments pertaining to the Draft Environmental Assessment for the proposed Lanikea Beach Support Park. Below are numbered responses corresponding to numbers from your letter dated September 7, 2004.

1. Pages 14 and 15 are correctly placed in our version of the DEA. Your version may have been incorrectly collated. Pagination and assembly will be reviewed and modified for the Final EA and FONSI.
2. Page 19 and the discussion of the Hawaii State Plan, is now discussed with reference to Chapter 205-4.5 Hawaii Revised Statutes. In addition, the portion on rezoning has been moved to Section 3.17.3 of the report.
3. The reference at the top of Page 21 has been revised to "Chapter 21, ROH". In addition, the project's consistency with the North Shore Sustainable Communities Plan is discussed.
4. A map showing the park and its relation to the ocean is included in the DEA as Figures 4, 5 and 8. For the Final EA, a map will be included which shows the 40-foot setback line.
5. Page ii will be revised to reflect that a building permit will also be required.
6. Four copies of the Draft EA were routed to the State DOT, for review and comment.

DEPARTMENT OF FACILITY MAINTENANCE
CITY AND COUNTY OF HONOLULU
100 KULUOHIA STREET, SUITE 215, KAPOLEI, HAWAII 96707
TELEPHONE : (808) 692-5054 FAX: (808) 692-5857



August 18, 2004

LARRY J. LEOPARDI, P.E.
DIRECTOR AND CHIEF ENGINEER

ALVIN K. C. AU
DEPUTY DIRECTOR

IN REPLY REFER TO:
DRM 04-733

Mr. Jeff Merz, AICP
Oceanit
1001 Bishop Street, Suite 2970
Honolulu, Hawaii 96813

Dear Mr. Merz:

Subject: Draft Environmental Assessment – Laniakea Beach Support Park

Thank you for the opportunity to review the subject Draft Environmental Assessment.

It appears that the project, as proposed, is entirely within the City and County of Honolulu's Department of Parks and Recreation jurisdiction. As we have no maintenance responsibilities, we have no comments to offer.

Should you have any questions, please call me at 484-7600.

Very truly yours,

LARRY LEOPARDI, P.E.
Director and Chief Engineer

Griffin, Donald

From: jessie malcolm [mailto:jm96712@yahoo.com]
Sent: Tuesday, September 21, 2004 9:58 PM
To: Griffin, Donald
Subject: Laniakea Beach support park

Dear Mr. Griffin

Thank you for faxing me the drafts of the Laniakea Support Park plans. I made copies and have been trying to get them out to the residents of Pohaku Loa Way.

As a long time resident of Pohaku Loa Way I can envision several problems with Options #1 and #2. It appears in these two proposals that there is an exit very close to the entrance/exit of Pohaku Loa Way. This configuration presents several potential safety issues that the designers may not be aware of. Traffic on Kam. Hwy. has become very busy in recent years and safely entering and exiting Pohaku Loa Way has become more and more difficult. Adding a park exit so close to the street entrance would only add to the problem. Also, the north corner of Laniakea Beach has become a very popular stop for tourists who want to view the turtles. Despite no parking signs, we have numerous tour buses, vans and limo stopping and unloading passengers at the end of the street, making it even more difficult and dangerous to enter and exit Kam. Hwy. Tourists also pull over on the shoulder of Kam. Hwy. and dash across the street. In the winter, this end of the beach is also a favorite entrance for surfers entering and exiting the water. Having a park exit there would mean that a person exiting the park would have to watch for oncoming traffic on Kam. Hwy., traffic entering and leaving Pohaku Loa Way, and somehow miss the tourists and surfers who are jaywalking to get to the north corner of the beach. Personally I think that placing a park exit in this area is a recipe for disaster. Add to this the fact that to the north, Kam. Hwy. curves so that it is a limited sight area and I think that accidents would be inevitable.

On the positive side, Option #2 places the exit further towards Haleiwa and away from the congestion of the north end of Laniakea Beach and the entrance/exit of Pohaku Loa Way. And aesthetically I think it is the most pleasing plan as it has the green areas where the park users could enjoy the ocean view rather than having the parking stalls overlooking the ocean.

Thank you very much for the opportunity to comment on these plans. Please keep me informed of the choice of design.

Jessica Malcolm
61-555 Pohaku Loa Way
Haleiwa, HI 96712
637-6962
jm96712@yahoo.com

December 1, 2004

Ms. Jessie Malcolm
61-555 Pohaku Loa Way
Haleiwa, HI 96712

Ms. Malcolm:

Thank you for your comments pertaining to the Draft Environmental Assessment for the proposed Laniakea Beach Support Park. Below are our responses corresponding to the comments from your e-mail dated September 24, 2004.

Based on the numerous comments about Pohaku Loa Way and its proximity near the proposed egress of the beach park, we are redesigning the ingress/egress to reduce the conflicts with this existing intersection. The Haleiwa cut will be converted to an ingress/egress with a left turn lane for those coming from the Waimea direction. The Waimea cut will be redesigned to be right turn egress only. This will speed the departure for those heading in the Waimea direction, while not impacting vehicles wishing to make movements from Pohaku Loa Way.

As to pedestrian movement and the tour buses, we hope that the buses will utilize the parking area and not just pull over on the shoulder. Concurrently, if buses drop off visitors on the mauka side, we hope that the crosswalk will be completed by DOT to encourage a central crossing for all beach visitors.

Again thank you for your comments and contact me if you have any additional questions.

Sincerely,

Jeff Merz, AICP
Senior Planner
Oceanit

Office of the Mayor
Honolulu Hale
Complaints Dept. Via fax to 523-4386

(4 pgs.)

C&C DEPT. OF DESIGN / CITY & COUNTY
DON GRIFFIN VIA FAX 523-4767

Sept. 22, 2004

Dear Sirs,

Today my neighbor handed me three plans for the Lanika Beach Support Park on the North Shore, Haleiwa in my back yard. I have lived in the neighborhood of Kawaihoa for 30 years and have owned my home since 1979, always paying taxes.

- NOTICE BY C&C WAS PUBLISHED IN MIDWEEK ?
- WARREN SCOVILLE IS MY NEIGHBORHOOD BOARD #27 REP. AND THIS BOARD IS ON RECESS-VACATION---BAD TIMING.
- THIS BEACH PARK LIKE THE UNUSED SUNSET BEACH PARK IS ON THE MOUNTAIN SIDE OF KAM. HWY. THERE NO PESIDERIAN CONSIDERATION, SIGNAL LIGHT OR AN OVERHEAD BRIDGE FOR MORE PEOPLE TO GET TO THE BEACH ACROSS KAM HWY AND MORE PEOPLE WILL BE INJURED TRYING TO GET TO THE BEACH FOR THREE ACRES YOU WILL NEED AT LEAST THREE CROSS WALKS. SAVE THE SEA TURTLES AND MY COMPANY "HYDROMEX PROVIDE ALL THE TRASH CANS AT KANIAKEA AND THE ADJOINING CHUN'S REEF BEACH PARK FOR OVR 20 YEARS. C&C PICK UP OF THE TRASH & SERVICE TO THES BEACHES PARKS HAS IMPROVED IN THE LAST YEAR HOWEVER THESE BEACHES ARE STILL FULL OF TRASH. TODAY, IT CAN TAKE 10 MINUTES TO LEAVE MY DRIVEWAY AND TURN ONTO KAM HWY.
- NO LIFE GUARD STATION ON EITHER BEACHES IN MY AREA..

LESS THAN A BLOCK AWAY YOU HAVE CHUN'S BEACH PARK WITH ALL UTILITES ON BOTH LOTS. TMK: 1-6-08- PARCELS 18 & 19. LOT 18 HAS 17,127 SQ. FT. AND LOT 19 HAS 30,047 SQ. FEET. THERE IS AN ADDITIONAL ACRE IN FRONT ON THE BEACH.

ON JUNE 2000 A TEMPORY DEMO PERMIT WAS FILLED BY THE C&C OF HONOLULU. BOTH LARGE HOMES WERE DESTROYED AND A VERY LARGE SWIMMING POOL ON THE BEACH SIDE OF LOT 18 WAS FILLED IN WITH THE DEBRIS FROM THE HOUSES. I BELIEVE ONE OR BOTH HOMES HAD ASBESTOS. WATER AND ELECTRIC ARE ON BOTH PARCELS. THIS PARK IS A JOKE AS IT HAS SIGNS ALL AROUND AS CLOSED HOWEVER C&C PROVIDE TRASH CANS FOR THE PUBLIC. THE C&C PERMIT IS STILL OPENED AND ALTHOUGH THIS IS ILLIGAL DUMPING NOTHING HAS BEEN DONE IN FOUR YEARS. I HAVE TRIED. THEY ALL SAY THERE ARE NO FUNDS FOR THE PARK YET C&C IS PROPOSSING A NEW PARK?

I HAVE WRITTEN OVER TWENTY LETTERS TO STATE & CITY OFFICALS DUE TO MY CONCERN OF ASBESTOS IN THE POOL, LATE NIGHT PARTIES ON THE PROPERTY AND THE INCREASE OF TRASH & ILLEGAL BEACH FIRES AT THIS SO CALLED PARK. CHUN'S REACH HAS JUST AS MANY CARS PARKED ON KAM HWY, AS DOES LANIAKEA. CHUN'S REEF REMAINS WITHOUT A LIFE GUARD STATION AND I WENT TO MANY MEETING WHERE I WAS TOLD CHUN'S BEACH PARK WOULD BE A CENTER FOR THE LIFE GUARDS AND THEIR EQUIPMENT.

Sincerely,



Marlu West
61-529 Kam Hwy
Haleiwa (Since 1976)
Tel: 637-6417

CC: George Balazs, Warren Schoville, NS Neighborhood Board #27.

December 1, 2004

Marlu West
61-529 Kamehameha Highway
Haleiwa, HI 96712

Ms. West:

Thank you for your comments to our referral of the Draft Environmental Assessment (DEA) for the Laniakea Beach Support Park. Following are responses to the comments from your letter dated September 22, 2004.

An official notice of this project was not published in the Midweek newspaper. However, an informational article may have been written about the project. Per state statutes, notices of Draft Environmental Assessments are required to be published in the State Office of Environmental Quality Control biweekly *Environmental Notice*. The notice, published on August 23, 2004 can be viewed at <http://www.state.hi.us/health/oeqg/notice/notice23aug2004.pdf> or contact your local library for a paper copy.

The DEA does recommend that a crosswalk be installed as part of this project. This will improve the safety of pedestrians and provide a warning to vehicles. This recommendation has been forwarded to the Department of Transportation and that agency will make any final decision pertaining to modifications to Kamehameha Highway.

Rubbish collection is supervised and/or completed by the City and County of Honolulu. If a modification to their collection procedure or a change in waste carrier is desired, please contact them for further information.

Traffic is increasing on the North Shore due to the location's popularity with both locals and visitors. The Laniakea area is no exception. Creation of this beach support park will hopefully address some safety issues by allowing parking outside of the highway right-of-way and encouraging crossing the highway at the designated crosswalk.

There is no lifeguard at this location because there is no official park at this location. If the park is completed, the County will review the need for a lifeguard station at Laniakea.

While the City is anticipated to fund park proposals for Chun's Reef, the DDC has been directed by the City to pursue plans for Laniakea at this time. While there may be issues

Page 2 of 2

related to Chun's Reef, improvements to that location have not been funded yet and research and improvements to that site are not within the scope of this Laniakea project.

Again thank you for your comments and contact me if you have any additional questions.

Sincerely,

Jeff Metz, AICP
Senior Planner
Occamit

1188 Bishop St., Suite 2304
Honolulu, Hawaii 96813
Telephone (808) 531-5162
Cell phone: (808) 286-3522

Kenneth A. Martyn
Attorney at Law

Fax: (808) 637-1987
Home Phone: (808) 637-1986
Licensed to practice in
Hawaii & California

September 22, 2004

Department of Design and Construction,
Facilities Branch
Attention: Don Griffin
City and County of Honolulu
650 King Street
Honolulu, Hawaii 96813

Oceanit, Inc.
Attention: Jeff Merz
1001 Bishop Street, Suite 2970
Honolulu, Hawaii 96813

Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Dear Sirs/Madams:

This letter is a comment on the draft environmental assessment ("EA") for the Laniaka Beach Support Park that was published in The Environmental Notice on August 23, 2004.

In addition to being an attorney, I am a long-time surfer and long-time user of Laniaka Beach and the adjacent existing parking areas. I am a resident of the North Shore, and I have been using Laniaka Beach for more than 20 years. My minor son is starting to become a regular user of Laniaka Beach.

General Comments:

The draft environmental assessment is woefully inadequate for many different reasons. One major common flaw that runs through many areas of the draft environmental assessment is a failure to assess existing uses and patterns of uses for the Laniaka Beach area, including the existing parking areas along Kamehameha Highway, and associated patterns of use by current users of that area. Without analyzing the existing uses and patterns of uses, it is not possible to adequately assess the impact on the environmental, economic and social factors that would be affected by the proposed project.

Any assessment of the existing uses and patterns of use for the area should be conducted at times that include days of small, medium and large north and northwest swells. Those are the times when the primary users of the area (surfers) make greatest use of the existing parking areas (parking areas which will be negatively impacted by the proposed project). In addition, assessments of other users should include assessments of the increasing use by local residents and tourists of the small cove at the northeast end (i.e., the Sunset Beach end) of Laniaka Beach sometimes referred to as "Turtle Cove."

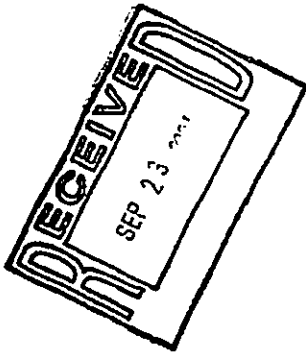
Existing Parking Area:

No assessment is made in the draft EA of the impacts of the project on existing parking. There is no assessment as to whether there will be a net increase or a net decrease in currently available parking. The existing patterns of use involve scores of cars, in sometimes 60 to 100 or more cars, parked along Kamehameha Highway on the Mauka (inland) side. The project will add various numbers of parking stalls in the new proposed park depending on which of the three plans are considered. But it may also eliminate numerous existing parking spaces. There is simply no assessment as to how the various driveways and other items drawn over and across the existing parking area will affect its availability. Nor is any consideration given to the possibility of making minor grading (or grass block) improvements to the existing parking areas as an economic and environmental alternative or supplement to the proposed new parking. There is no way to tell from the draft EA whether there will be a net increase or net decrease in total parking capacity at Laniaka Beach as a result of the project. This is a serious and major flaw in the environmental assessment.

In addition there is no assessment of the adequacy of existing trash removal apparatus. Currently there are a few, very ugly trash cans placed along the existing parking areas adjacent to Kamehameha Highway. It is believed that these trash cans are maintained by the City and County of Honolulu. The trash cans are frequently overflowing. Assessments should be made as to what would constitute an adequate number of trash cans in the existing parking areas, and consideration should be given to the aesthetics of using more attractive trash can holders. For example, at Aweoweo Beach Park, the City and County has utilized commercially available prefabricated trash can holders which greatly improve the appearance of park. One of the stated purposes of the project is to improve the appearance of the area. Consideration should be given in the EA to the impacts of installing additional trash cans (in trash can holders) along the existing parking area on Kamehameha Highway, and to assessing how many would be needed in order to adequately take care of the existing load of trash, as well as additional trash caused by the project, given the existing rate of trash can emptying.

Traffic:

The traffic study is inadequate for a number of reasons. First, the traffic study does not properly consider existing uses and patterns of parking. In addition to not concerning the effect of the project on existing parking, the traffic study also does not consider traffic conditions during larger north and northwest swells when traffic congestion on Kamehameha Highway gets very high. In addition, one of the current uses of the dirt strip along the mauka edge of Kamehameha Highway (which would be impacted negatively potentially by this project) is as a "surf check"



Laniakea Beach is the first area along Kam Highway where a person traveling from Haleiwa towards Sunset Beach can see the surf on the North Shore. Currently, most users of the beach park well back from Kam Highway. This leaves areas near the mauka side of Kam Highway where persons (both surfers and sightseers) can pull off the road and temporarily stop to check the surf without actually parking, and without blocking or further slowing traffic on Kam Highway. After looking at the surf, some of those users decide to park in the Laniakea area, other users proceed on to other surf spots on the North Shore. The current use of the both surf check and parking areas could be potentially negatively impacted by the project, and has not been adequately assessed in the EA (in fact, it hasn't been assessed at all). This could also lead to additional traffic problems.

In addition, the proposed left turn lane is not properly assessed. On the major proposed plans (see for example Figure 9B, which is listed as being the preferred alternative) the proposed left turning lane did not appear to be addressed or shown at all! In addition, within Figure 8 of the traffic study, for example, the left turn lane is shown as being created by extending the highway toward the ocean. This would not be feasible without major negative impacts. Along the ocean side of Kam Highway, there are boulders that have been placed to protect the highway. The current situation is reasonable because the beach does not appear to be negatively affected yet by the boulders that have been used to protect the highway. On the other hand, any extension of the highway onto the beach would have serious negative environmental consequences. Additional beach would have to be covered, and there would be a substantial risk of causing erosion of the beach during times of high surf.

As a result, all planning should be done with the thought that any extension of the width of the highway to accommodate a left turning lane should occur along the Mauka (inland) side of Kamihameha Highway. This, however, needs to be addressed in the plans for any preferred alternative so that the impact of that extension of Kam Highway into the existing parking and surf check area can be adequately assessed, and mitigation measures can be considered. For example, a mitigation measure could include aligning the wall at the edge of the grass area for the support park so that it parallels the edge of the new pavement (i.e., angles inland) in the vicinity of the new left turning bay. Other mitigation measures might also be appropriate, but cannot be properly considered when the left turn bay is not shown on some of the plans, and shown in a completely environmentally inappropriate place on other plans (on the beach side of Kam Highway, with no assessment of its potential impacts on the beach).

Proposed Bathhouse:

Strong consideration should be given to moving the proposed bathhouse to the northeast end (Sunset Beach end) of the proposed support park. First of all, the archeology sections of the EA strongly recommend that the southwest end of the park (the area proposed for the bathhouse in Figure 9(b)) be disturbed the least because that is where the most likely area of archeology sites of significance would be. Therefore, the environmental assessment is totally ignoring the archeology sections of the environmental assessment, because there would inevitably be more disturbance in building a structure due to the need to dig down for foundational support, particularly in a tsunami-prone area.

In addition, there are considerations of existing patterns of use. Local residents and tourists who do not surf are becoming more frequent users of the park at the Sunset Beach end of Laniakea Beach, in the area sometimes referred to as "Turtle Cove." This area is a safer swimming area and it also is an area where green sea turtles frequently come up on the beach to rest. Non-profit groups have already placed signs in this area of the beach advising people how to avoid harming the turtles by looking at them but not touching them. Observations reveal that most tourists and residents in fact obey these signs and are very respectful to turtles. Even a brief review of existing patterns of beach use would indicate that this is the primary area of beach use by non-surfers. The bathhouse would be much better utilized (and therefore economic resources would be better spent) if it were placed near this end of the beach, and safety would be improved if the crosswalk were placed near this end of the beach. Tour busses are already stopping on the inland side of the highway at this end of the beach, to permit tourists to view the turtles at this end of the beach.

There is also a very great consideration of public safety. One of the stated purposes of the proposed project is to increase the use of Laniakea Beach by users other than surfers. This would not be wise with respect to the southwest end of the beach. As noted in the EA there is a very pronounced rip current that begins near the southwest (toward Haleiwa) end of the beach. This rip current is somewhat dangerous for surfers, and can be very deadly for non-surfers. At the present time there are no permanent lifeguards present at any place on Laniakea Beach. There is only sporadic temporary presence by lifeguards in trucks at certain times of certain days. Certainly until such time as the City and County is prepared to spend the money for a permanent lifeguard station at this end of the beach, we should not be trying to encourage non-surfers to utilize this end of the beach. The placement of the bathhouse at that end of the support park and the placement of the crosswalk at that end of the support park leading from the bathhouse to the beach, would tend to strongly encourage the users of the support park to end up on the Haleiwa (southwest) end of the beach, right where the dangerous rip current is located.

In contrast, at the Sunset Beach end of Laniakea Beach, in the area near the beach, the water is relatively calmer and much safer. This is another very strong reason for placing the facilities for the bathhouse at the Sunset Beach end of the support park, so that non-surfers are encouraged to utilize that end of the beach. In any event the EA is simply inadequate because it does not address these safety issues in any adequate form. This is potentially an issue of life and death.

Miscellaneous Other Items:

Similarly, the large numbers of proposed picnic tables may also increase the use of the area by non-surfers who will be much more likely to have trouble and possibly drown in the water, when there is no permanent lifeguard access. For both economic and safety reasons, consideration should be given to reducing the total number of picnic tables. Also, the use patterns at Sunset Beach support park should be considered. That support park (which fortunately did not negatively impact existing parking) also included numerous picnic tables. Most of those tables go completely unused almost all the time.

We should also learn from the Sunset Beach support park concerning the overuse of ugly and expensive hot charcoal containers. The plan for Lanikea Beach shows numerous hot charcoal containers. A similar mistake was made at Sunset Beach support park. In a very small park, numerous large ugly hot charcoal containers were installed, virtually all of which go almost completely unused. In a park of this small size, a single hot charcoal container is more than adequate. The money saved can be used to install hot charcoal containers in parks where they are truly needed. For example at Haleiwa Alii Beach park, there is a great need for more hot charcoal containers. That is an area that local residents frequently use in large numbers for barbeques, particularly on three-day weekends. There is a large insufficiency in the number of charcoal containers at Haleiwa Alii Beach park. This creates safety problems at Haleiwa Alii Beach park. The money saved by not placing so many hot charcoal containers at Lanikea Beach support park can be utilized more wisely elsewhere. By not analyzing the patterns of uses on hot charcoal containers at various beach parks, the economic impacts of the proposed park, as well as the aesthetic impacts of the proposed park are not being adequately assessed in the environmental assessment.

In addition to reducing the number of the ugly hot charcoal containers, consideration should be given to utilizing a commercially available pre-made hot charcoal container that is more aesthetic and also safer. There are commercially available hot charcoal containers that have a grate at the top and are designed to be much better looking. It would save money, be safer, and look better to utilize one of those safer hot charcoal containers rather than using numerous large round open charcoal containers that are likely to become trash receptacles and informal planter boxes for stray weeds (as it happened at Sunset Beach support park).

One of the expressed goals for the Lanikea Beach support park is beautify the area. One of the things that was done very well at the Sunset Beach support park was the utilization of a low (two foot high approximately) coral rock wall along the Kam Highway edge of the support park. Consideration should be given to utilizing a similar coral rock wall here. The use of palm trees at the Lanikea Beach support park (as shown on the plans) is also a good idea.

Please do not hesitate to call me if you have any questions. I would prefer to work cooperatively with all of you

Very truly yours,



Kenneth A. Martyn

December 1, 2004

Mr. Kenneth Martyn
1188 Bishop Street, Suite 2304
Honolulu, HI 96813

Mr. Martyn:

Thank you for your comments pertaining to the Draft Environmental Assessment for the proposed Lanikea Beach Support Park. Below are our responses corresponding to the comments from your e-mail dated September 22, 2004.

General Comments

This area is currently not an official parking/visitor area. As such, there are no reliable figures as to maximum use, formal parking counts, and tour bus visitations. The traffic study did use traffic counts for average days, but did not use figures when the surf is the highest in the winter months and during weekends. Like all beach/surf locations along the North Shore, traffic flow is inadequate and parking is insufficient during times of peak use. The main rationale for this project is to create a formal parking/orientation area for beach users/tour bus visitors that is safer and flows better than the current situation.

Existing Parking Area

There is no "official" parking currently at this location. Parking occurs in the Department of Transportation right-of-way and in the old railway right-of-way that separates the Lanikea beach park parcel from the DOT property. The proposed number of parking spaces at the beach park will primarily be based on the budget that the City allocates for construction and maintenance of this park. The average cost per paved parking space in Honolulu is estimated to be \$10,000.00. Based on the funding for this project, the City can create approximately 70 parking spaces. However, it is unlikely that this number of spaces will match the peak use demands at this site. As more money is allocated for this site in subsequent years, additional parking spaces may be created in phases.

As shown on Figure C, we have proposed a grass "paver" area for future expansion. The cost for grass paver parking areas exceeds that of standard paved parking areas, based on installation, materials and maintenance. Grass block improvements were mentioned in your letter as an alternative. However, it is important to note that current parking is located on DOT and railroad property. Improvements to this area will not be permitted by those agencies and those properties are not part of this project. One of the intentions of this park project is to remove parking from the right-of-way, for safety and traffic flow improvements.

KAM: kdm

Trash removal and placement of trash receptacles is a maintenance issue of the Parks and Recreation Department. The use of the park will determine the operational standards applied and will not be reviewed as part of this DEA. The presence of overflowing trash receptacles currently at the site should be addressed as a current maintenance issue, not an analysis of the proposed park improvements.

Traffic

One of the goals of this park implementation is to limit the interaction between vehicles and pedestrians in the DOT right-of-way. While pulling off the side of the road for a "surf check" may be a common practice at this location, it is not an action that this park project will seek to formalize or improve. Again, a primary goal is the safety of the beach visitor, so the emphasis will be the movement of vehicles into formal parking located away from speeding traffic and the "funneling" of visitors at a specific marked crossing for Kamehameha Highway. The shoulder, bus stops and acceleration lanes of Kamehameha Highway will remain, therefore allowing the continuation of actions including surf checks, currently taking place in those locations.

The creation of a left turn lane will most likely be achieved through restriping, not the expansion of pavement on the makai side of the road. If any expansion of pavement is needed, it will occur on the mauka side of the road. Due to erosion, there is physically no space to add pavement, nor is additional shoreline hardening encouraged, from an ecological perspective. There is ample room within the mauka side of the DOT right-of-way, to create paving for the proposed left turn lane, acceleration and deceleration lanes.

Based on the numerous comments about Pohaku Loa Way and its proximity near the proposed egress of the beach park, we are redesigning the ingress/egress to reduce the conflicts with this existing intersection. The Hale'iva cut will be converted to an ingress/egress with a left turn lane for those coming from the Waimea direction. The Waimea cut will be redesigned to be right turn egress only. This will speed the departure for those heading in the Waimea direction, while not impacting vehicles wishing to make movements from Pohaku Loa Way.

Proposed Bathhouse

The revised plan will place the bathhouse near the center of the property (Sunset Beach direction) and provide parking around the periphery. This will also allow ease of access from the bathhouse to the proposed crosswalk, itself repositioned more towards the center of the site.

Miscellaneous Other Items

This DEA was referred to the Department of Parks and Recreation. That agency has requested that the picnic facilities and the charcoal containers not be a part of this park plan. The revised plan will remove those features from the park.

The proposed landscaping for the Lanikea Beach Park will be consistent with landscaping schemes at similar beach support parks on Oahu. The DEA recommends that xeriscaping, hardy, non-invasive species be utilized.

Again thank you for your comments and contact me if you have any additional questions.

Sincerely,

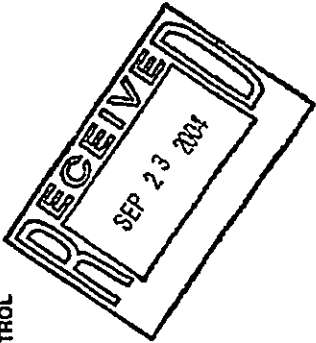
Jeff Metz, AICP
Senior Planner
Oceanit

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
235 SOUTH KING STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE: (808) 548-1100
FACSIMILE: (808) 548-1100
E-MAIL: oeq@health.state.hi.us

GENEVIEVE SALMONSON
DIRECTOR



September 22, 2004

Mr. Tim Steinberger, Director
Department of Design and Construction
City and County of Honolulu
650 South King Street, 11th Floor
Honolulu, Hawaii 96813

Dear Mr. Steinberger:

Subject: Draft Environmental Assessment for Laniākea Beach Support Park, O'ahu

Thank you for the opportunity to review and comment on the subject project. We have the following comments:

1. This project should comply with sections 103D-407 and 408 of Hawaii Revised Statutes concerning the use of indigenous plants and recycled glass.
2. Please consult with the State Department of Transportation concerning traffic issues relating to Kamehameha Highway. Please consider a pedestrian overpass to connect the two areas of the park that is bisected by the road.
3. Please consult with the Department of Health about the proposed septic system.

Sincerely,

Genevieve Salmonson
Genevieve Salmonson
Director

c: Oceanit



December 1, 2004

Ms. Genevieve Salmonson
Director
Department of Health
Office of Environmental Quality Control

Ms. Salmonson:

Thank you for your comments pertaining to the Draft Environmental Assessment for the proposed Laniākea Beach Support Park. Below are our responses corresponding to the comments from your letter dated September 22, 2004.

We acknowledge that the project will comply with Sections 103D-407 and 408 of Hawaii Revised Statutes concerning the use of indigenous plants and recycled glass.

This project has been referred to the Department of Transportation for a response to traffic issues, specifically those related to Kamehameha Highway. We will defer to the Department as to the suggestion for a pedestrian overpass.

The septic system will be designed to comply with all applicable provisions of the Department of Health.

Again thank you for your comments and contact me if you have any additional questions.

Sincerely,

Jeff Metz
Jeff Metz, AICP
Senior Planner
Oceanit

PHONE (808) 594-1888

FAX (808) 594-1885

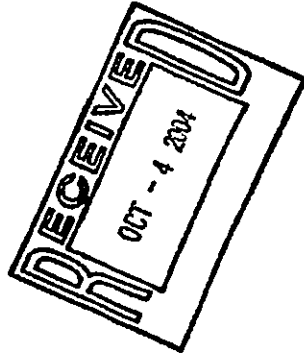


STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPPOLEANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813

HRD04/1520

September 28, 2004

Oceanit
Attn: Jeff Metz, AICP
1001 Bishop Street
ASB Tower, Suite 2970
Honolulu, HI 96813



RE: Request for Comments on a Draft Environmental Assessment for Lanikaea Beach Support Park, Hale'iwa, O'ahu, TMKs: 6-1-005:-14, 6-1-010:018, 6-1-009:005

Dear Jeff Metz,

The Office of Hawaiian Affairs (OHA) is in receipt of your request for comments on the above-proposed project, which would involve improvements to a recently subdivided 3-acre parcel across the street from Lanikaea Beach at 61-676 Kamehameha Highway. OHA apologizes for the delayed response, and offers the following comments.

OHA appreciates the need for more parking, another restroom, picnic facilities for beachgoers, a lifeguard station, and improved traffic flow and safety for automobiles and pedestrians along the North Shore's Kamehameha Highway, and commends the City and County for attempting to improve infrastructure discrepancies in that area.

We further commend the plan for permanent landscaping to use native and endemic vegetation. This will enable the area to absorb as much water as is locally and naturally possible, while also ensuring fewer introductions of alien species to our fragile ecosystems.

Threatened Hawaiian green sea turtles (honu), which are protected by federal and state law, often come into the Lanikaea Beach area. OHA encourages the applicant to monitor its work to ensure that no turtles are impacted, harmed or harassed in any sense of these legal terms. This includes monitoring and preventing sediment runoff during and after ground-altering activities. The

added pavement of the parking areas, in particular, will add to the runoff capacities of the area. We appreciate the planned use of a drain system that will include an oil/water separator.

Consideration must be given to applicable cultural gathering and access rights during and after construction activities. Native Hawaiian traditional gathering rights and public access to and along the shoreline should not be restricted – even during construction – except as necessary to ensure safety. If such safety-related restrictions are put in place, alternate public access routes must be provided.

OHA further requests assurances from the applicant that should iwi or Native Hawaiian cultural or traditional deposits be found during ground disturbance or excavation, work will cease, and the appropriate agencies will be contacted pursuant to applicable law.

Thank you for the opportunity to comment. If you have further questions, please contact Heidi Guth at 594-1962 or e-mail her at heidig@ohha.org.

Sincerely,

Clyde W. Nāmu'o
Administrator

CC: Department of Design and Construction
Facilities Branch
City and County of Honolulu
650 South King Street, 9th Floor
Honolulu, HI 96813

December 1, 2004

Clyde Namu'o
Administrator
Office of Hawaiian Affairs
711 Kapi'olani Boulevard, Suite 500
Honolulu, HI 96813

Re: Draft Environmental Assessment for Laniaka Beach Support Park

Mr. Namu'o:

Thank you for your Office's responses to our referral of the Draft Environmental Assessment for the Laniaka Beach Support Park. Following are responses to your comments.

The issue of the threatened sea turtles (honu), has been brought to our attention. Based on site visits by the consultant Occunit, it appears the turtle habitat is located makai of Kamehameha Highway, outside of our project area. Regardless, knowing the protected status of the species and the sensitive nature of their habitat, we will implement measures to ensure that the turtles are not impacted by implementation of the park project. We will be recommending snow fencing and hay bales to prevent sediment runoff into the stream during construction, and to limit heavy equipment to the mauka side of Kamehameha Highway. We will also be complying with all applicable Federal, State and County provisions as to protection of endangered species during the pre-and post-construction phase.

As part of this project, and as required by HRS Chapter 343, Cultural and Archaeological Assessments were completed for this EA. The report discloses the rich cultural history of this area of the North Shore. As noted on page 42 of the Cultural Assessment, no specific document was found regarding *iriri* (ancestral remains) in the project area. The closest known burial was documented just west of the project area across from the former Meadow Gold dairy. In addition, no written documentation was found regarding gathering of plants in the project area.

However, page 46 recommends that, "it should be noted that subsurface properties associated with former traditional Hawaiian activities in the project areas, such as artifacts, cultural layers, and burials may be present despite the decades of modern activities such as pasture use. As a precautionary measure, personnel involved in the project should be informed of the possibility of inadvertent cultural finds, and should be made aware of the appropriate notification measures to follow".

Page 2 of 2

Again thank you for your comments and contact me if you have any additional questions.

Sincerely,

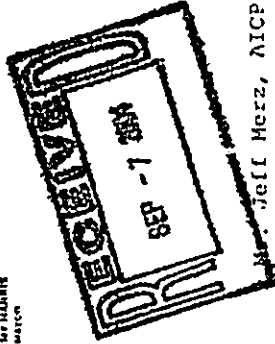
Jeff Merz, AICP
Senior Planner
Occunit

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET 10TH FLOOR - HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4182 • FAX: (808) 527-5725 • INTERNET: www.dpr.hawaii.gov



SECRETARIAT
MATCH



September 3, 2004

Mr. Jeff Merz, AICP
Oceanit
1001 Bishop Street
Suite 2970
Honolulu, Hawaii 96813

Dear Mr. Merz:

Subject: Laniakea Beach Support Park

Thank you for the opportunity to review the draft environmental assessment for Laniakea Beach Support Park.

The Department of Parks and Recreation requests a meeting to discuss this project. At this time, we do not concur with the Option 2 recommendation for park development.

Please contact my secretary, Ms. Char Ito, at 692-5585, to schedule a meeting on this important issue.

Sincerely,

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

HDB:kh
11/25/04

cc: Department of Design and Construction,
Facilities Branch

DOC

Sep 21 2004 8:29PM JOAN PECK

Fax:523-4767

Sep 22 2004 12:14 P.02

(808) 637-1014

P.1

WILLIAM D. BALFOUR, JR.
DIRECTOR

EDWARD T. SHIFFY, DECE
DEPUTY DIRECTOR

Diana Peck

61-559 Pohaku Loa Way
Haleiwa, Hawaii 96712

September 21, 2004

Mr. Don Griffin
City and County of Honolulu
Fax: (808) 523-4767

Dear Mr. Griffin:

My family has lived on Pohaku Loa Way for over 35 years. I returned from the mainland a few years ago to help care for my mother, and I have relocated back to Pohaku Loa Way permanently.

Of the alternative plans for Lanika Beach Park, Figure A and Figure B are unacceptable, because placing the exit from the park directly across Kam Highway from our street would worsen the already dangerous flow of traffic.

Only Figure C placing the exit further south would diffuse traffic from the already overused intersection.

Please consider the concerns of those who have owned property and lived here for decades.

Any help you can provide will be most appreciated.

Sincerely,

Diane Peck
Diane Peck

Mrs. Fred R. Peck

DDC Fax: 523-4767 Sep 22 2004 12:15 P.03

Sep 21 2004 8:30PM JOHN PECK (808) 637-1014 P.2

Mrs. Fred R. Peck
61-559 Pohaku Loa Way
Haleiwa, Hawaii 96712

September 21, 2004

Mr. Don Griffin
City and County of Honolulu

Dear Mr. Griffin:

I have owned my home at 61-559 Pohaku Loa Way since 1966. My neighbors have shared the plans for Lanika Kea Beach Park.

I must implore you to use Plan C, with the exit from the park further south toward Haleiwa Town.

We already have traffic problems at the intersection of our road and Kamehameha Highway. Plans A and B placing the exit from the park directly across from the already dangerous and overused intersection would make those problems worse and exacerbate an already dangerous intersection.

Please consider my concerns.

Thank you for your time and cooperation.

Best Wishes,

Fred R. Peck

Mrs. Fred R. Peck

DEPARTMENT OF TRANSPORTATION
HONOLULU, HAWAII

SEP 22 10 31 AM '04

RECEIVED

December 1, 2004

Mr. Fred R. Peck
Mrs. Diane Peck
61-559 Pohaku Loa Way
Haleiwa, HI 96712

Aloha Mr. and Mrs. Peck,

Thank you for your comments pertaining to the Draft Environmental Assessment for the proposed Lanika Beach Support Park. Below are responses to comments in your e-mails dated September 21, 2004.

Due to comments from neighbors and after reviewing the traffic situation with Pohaku Loa Way, we are redesigning the ingress and egress to better facilitate movement for traffic movement throughout the area.

The Haleiwa cut will be converted to an ingress/egress with a left turn lane for those coming from the Waimea direction. The Waimea cut will be redesigned to be right turn egress only. This will speed the departure for those heading in the Waimea direction, while not impacting vehicles wishing to make movements from Pohaku Loa Way.

Again thank you for your comments and contact me if you have any additional questions.

Sincerely,

Jeff Merz, AICP
Senior Planner
Occamit



Griffin, Donald

From: Scott Ray [scott_ray_assoc@yahoo.com]
Sent: Tuesday, September 21, 2004 5:17 PM
To: Griffin, Donald
Subject: Lanika Beach Park Alternative Designs

Dear Mr. Griffin:

As a long time resident of Pohaku Loa Way, I have reviewed the alternative plans for the Lanika Kea Beach Park, and I can say that from my point of view, only Figure C is acceptable. The other two plans place an exit from the park directly across the street from the entrance to Pohaku Loa Way. The intersection with Kam Highway is a hazardous non-perpendicular entrance and exit to the highway as it currently exists, with the logistics frequently compounded by problems with heavy traffic. Placing the exit from the park across from our street would make the existing problems worse by requiring more cars to turn to and from more directions at the same point. Please do not place the exit from the park in any close proximity to Pohaku Loa Way. Thanks for your time and consideration. Scott Ray, Ph.D.

Do you Yahoo!?
New and Improved Yahoo! Mail - 100MB free storage!

December 1, 2004

Scott Ray
e-mail: scott_ray_assoc@yahoo.com

Mr. Ray:

Thank you for your comments pertaining to the Draft Environmental Assessment for the proposed Lanika Beach Support Park. Below are our responses corresponding to the comments from your e-mail dated September 21, 2004.

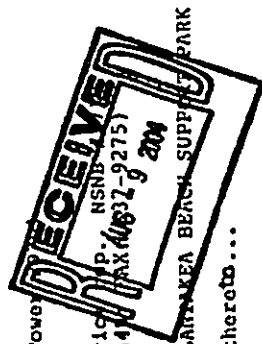
Based on the numerous comments about Pohaku Loa Way and its proximity near the proposed egress of the beach park, we are redesigning the ingress/egress to reduce the conflicts with this existing intersection. The Halciva cut will be converted to an ingress/egress with a left turn lane for those coming from the Waimea direction. The Waimea cut will be redesigned to be right turn egress only. This will speed the departure for those heading in the Waimea direction, while not impacting vehicles wishing to make movements from Pohaku Loa Way.

Again thank you for your comments and contact me if you have any additional questions.

Sincerely,

Jeff Metz, AICP
Senior Planner
Oceanit

August 5, 2004



TO: Oceanit (Attn: Jeff Herz, AICP)
1001 Bishop St., Suite 2970 (ASB Tower)
Honolulu, HI 96813

From: Warren H. Scoville (Kawailoa District)
61-795 Papailoa Rd. (TEL: 637-3490 FAX: 637-9275)
Haleiwa, HI 96712

RE: DRAFT ENVIRONMENTAL ASSESSMENT - LANIKEA BEACH SUPPORT PARK
(August 2004)
...My comments/original comments "thereto..."

ALOHA, Mr. Herz,

As we discussed by telephone, earlier today, here follows some of my "original comments", as well as those from approx. 10-12 local residents/concerned citizens:

(1) (Re: 2.5.6 (pg. 8) "Proposed Alternative Transportation Route")---
MANY of those with whom I have discussed this project ARE hoping that Kamehameha Hwy. CAN be "rerouted" inland (towards the mauka side of the property), allowing the proposed support park to become an actual beach park!
We hope that you CAN get the necessary approvals for doing same (whether for now OR for in the future), but we also expect that this may not come to reality in our own lifetimes, as well!
If you CAN get this rerouting implemented at the time of the actual development of the park, that would certainly be HIGHLY preferable, but would most likely call for a new design(s) (i.e., an Option #4, #5, &/or #6), would it not? Even if the park is designed to accommodate a POSSIBLE rerouting of the road, at sometime in the (distant?) future, I believe that you should allow for same in your CURRENT design(s).

(2) (Re: the proposed "striped crosswalk") ---
Why do ALL THREE "Options" place the proposed crosswalk WAY OUT on one side (the SW end) of the project (where the pedestrians have quite a way to walk just to get to it!), AS OPPOSED to placing same nearer) the MIDDLE of the project (near the REPOSITIONED proposed "comfort station/bath house") as well?

(3) (Re: the LOCATION of the proposed "Bath House/Comfort Station")---
Why not place same closer to the "middle" of the project, not only for easier/quicker access from the parking spaces (which you could "split up", leaving more open area/green space in the middle of the project area), to also "encourage" visitors to go there FIRST (perhaps), BEFORE looking for a way to get across the roadway??... (i.e., the crosswalk, nearer (or in front of) the "Bath House/Comfort Station" would be easier to "spot" by ALL of the park visitors...would it not?

(4) (Re: the ingress and egress into and out of the project)---
Why not have the two entrances/exits EACH have ingress and egress lanes?

(5) (Re: entering and exiting from the roadway) ---
Why aren't there deceleration and acceleration lanes (on the mauka-side of the roadway)? You DID mention (in our tel. call) that same WOULD be incorporated into "the plan", but that they are NOT shown on CURRENT "Options". Please explain.

8/5/04 (Pg. 2) [Scoville to Oceanit, re: Lanikea Beach Support Park plan]

(6) Most folks would like to see ALL of the kiawe trees "preserved", of course. And, I think that the infamous "wood pile" (old railroad ties, fence posts, misc. lumber, etc.) SHOULD be completely removed from the property, as it is surely a breeding medium for scorpions, mice, rats, mongoose, etc.

The above are my INITIAL comments on the proposed plan, but I HOPE to have the time to submit possible ADDITIONAL comments, my time permitting, AFTER speaking with more "interested parties" (neighborly to the proposed park, as well as others who frequent (or regularly drive-by) same).

Subject to approval by our Chairperson, Kathleen Pahinui, of the North Shore Neighborhood Board #27, I would like to see your "updated" "Plan/Options" presented at one of our upcoming meetings (either on 10/26/04 OR on 11/23/04) (as I will, UNFORTUNATELY, not be able to attend the NEXT meeting, on 9/28/04)

Thank you for agreeing to send a copy of the DEA to Diane Anderson (nearby resident, member of the North Shore Outdoor Circle, and a general "concerned citizen" and "sphere of influence").

Sincerely,
Warren H. Scoville
Warren H. Scoville

(copies sent to Kathleen Pahinui and Diane Anderson)



WARREN H. SCOVILLE
41-795 PAPAILOA ROAD
HALEIWA, HAWAII 96712

41-795 PAPAILOA ROAD
HALEIWA, HAWAII 96712

TEL: 637-3490
FAX: 637-9275

November 30, 2004

Warren H. Scoville
61-795 Papailoa Road
Haleiwa, HI 96712

Mr. Scoville:

Thank you for your comments pertaining to the Draft Environmental Assessment for the proposed Laniakea Beach Support Park. Below are our responses corresponding to the numbered comments from your letter dated August 5, 2004.

1. Our EA will continue to recommend that the Department of Transportation realign Kamehameha Highway mauka. The current designs of the park could be easily revised to accommodate a mauka entrance. However, we are currently proposing to reconfigure the park further by placing the bathhouse/comfort station closer to the center and allowing circulation around the structure. This will be conducive to any access from a reconfigured Kamehameha Highway.
2. The proposed crosswalk will be redesigned to be placed near the center of the site as opposed to one end. When located at one end, patrons at the far end are less inclined to use it and will continue dangerous and haphazard crossings.
3. As noted above, the bathhouse comfort station will be repositioned closer to the center of the parcel. This will coincide with the repositioned crosswalk.
4. The ingress/egress design will be redesigned to allow a large ingress/egress point near the Haleiwa end of the project, while the Waimea end will become a "right turn only" egress. This will speed departure of vehicles heading north.
5. The left turn lane, deceleration/acceleration lanes are shown in the traffic study. However, they were not shown in the main graphics of the Draft EA. The lanes will be shown in the Final EA.
6. We are recommending that the significant Kiawe trees be preserved. The wood pile will be removed for numerous reasons, but primarily because it is in the center of the property where parking and structures are proposed.

Again thank you for your comments and contact me if you have any additional questions.

Sincerely,

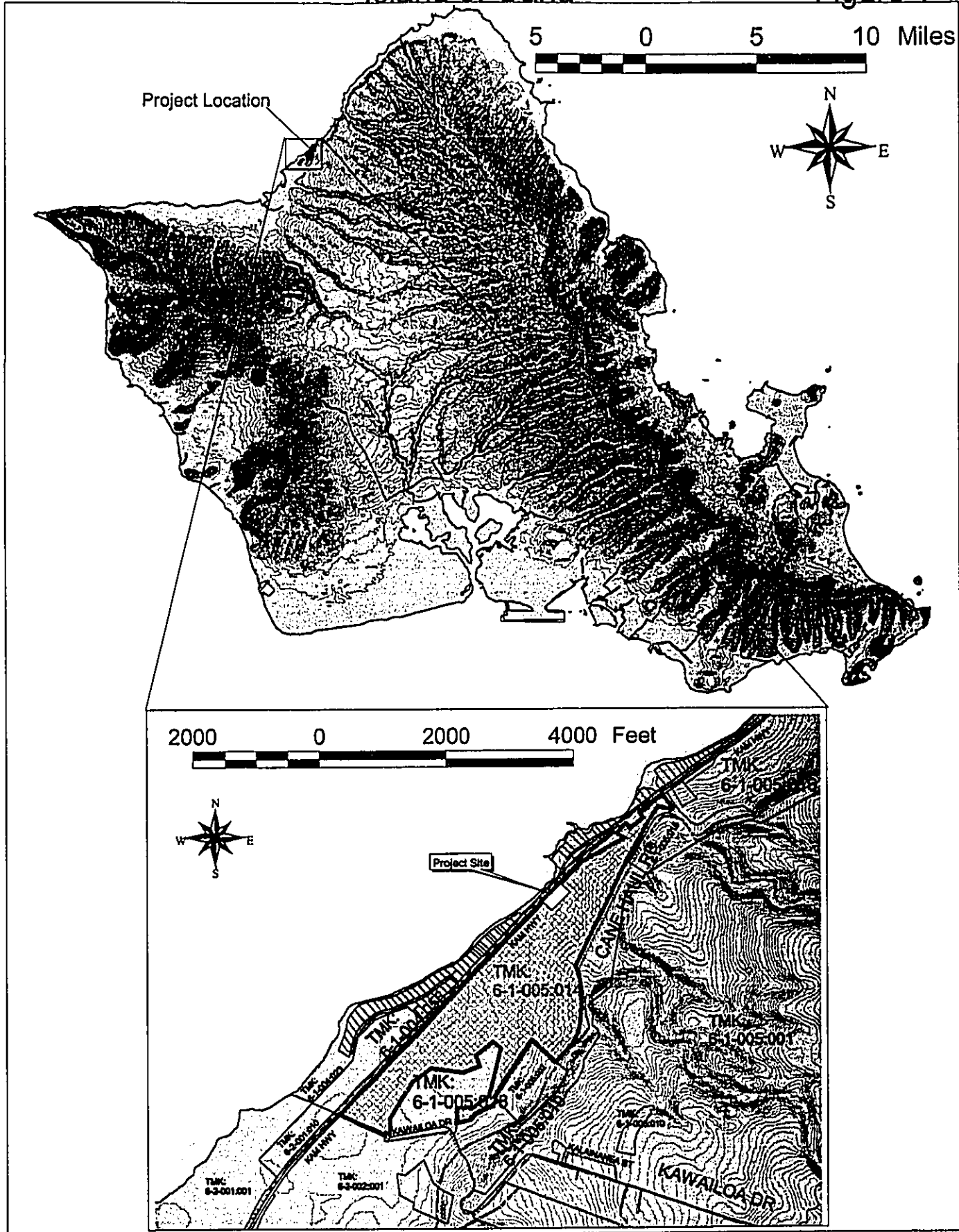
Jeff Merz, AICP
Senior Planner
Oceanit

Figures

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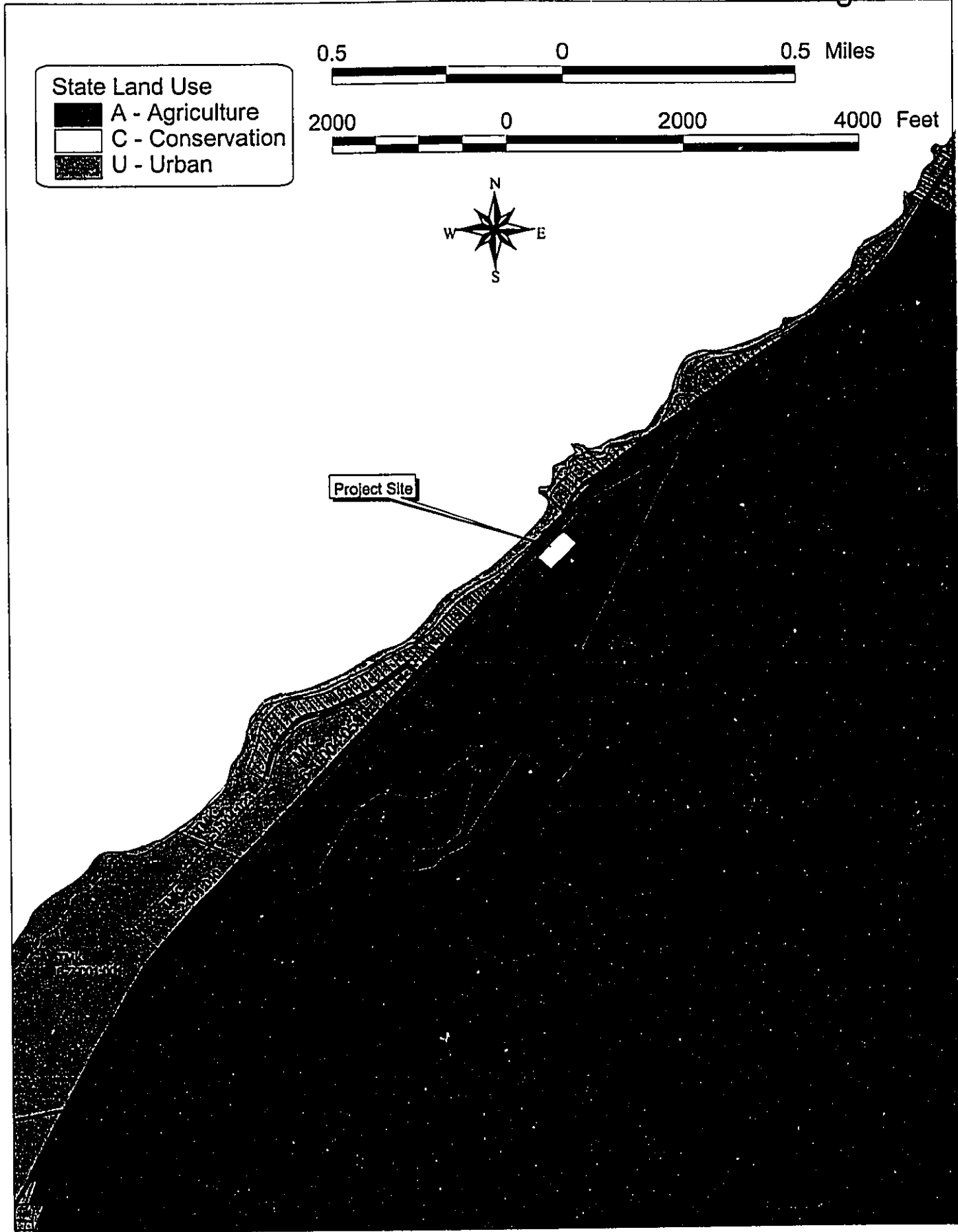
Island of Oahu

Figure 1



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Figure 2



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Figure 3

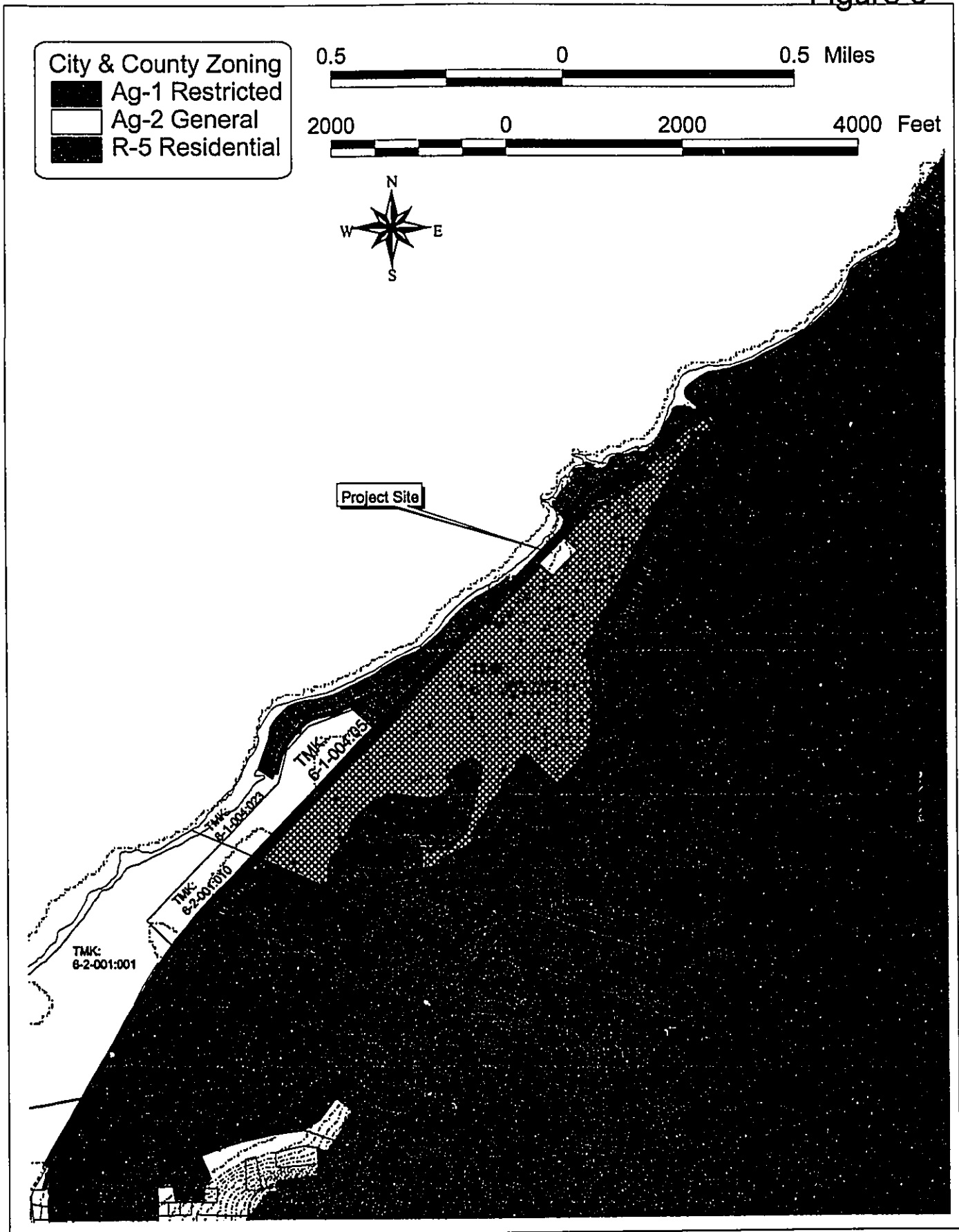


Figure 4

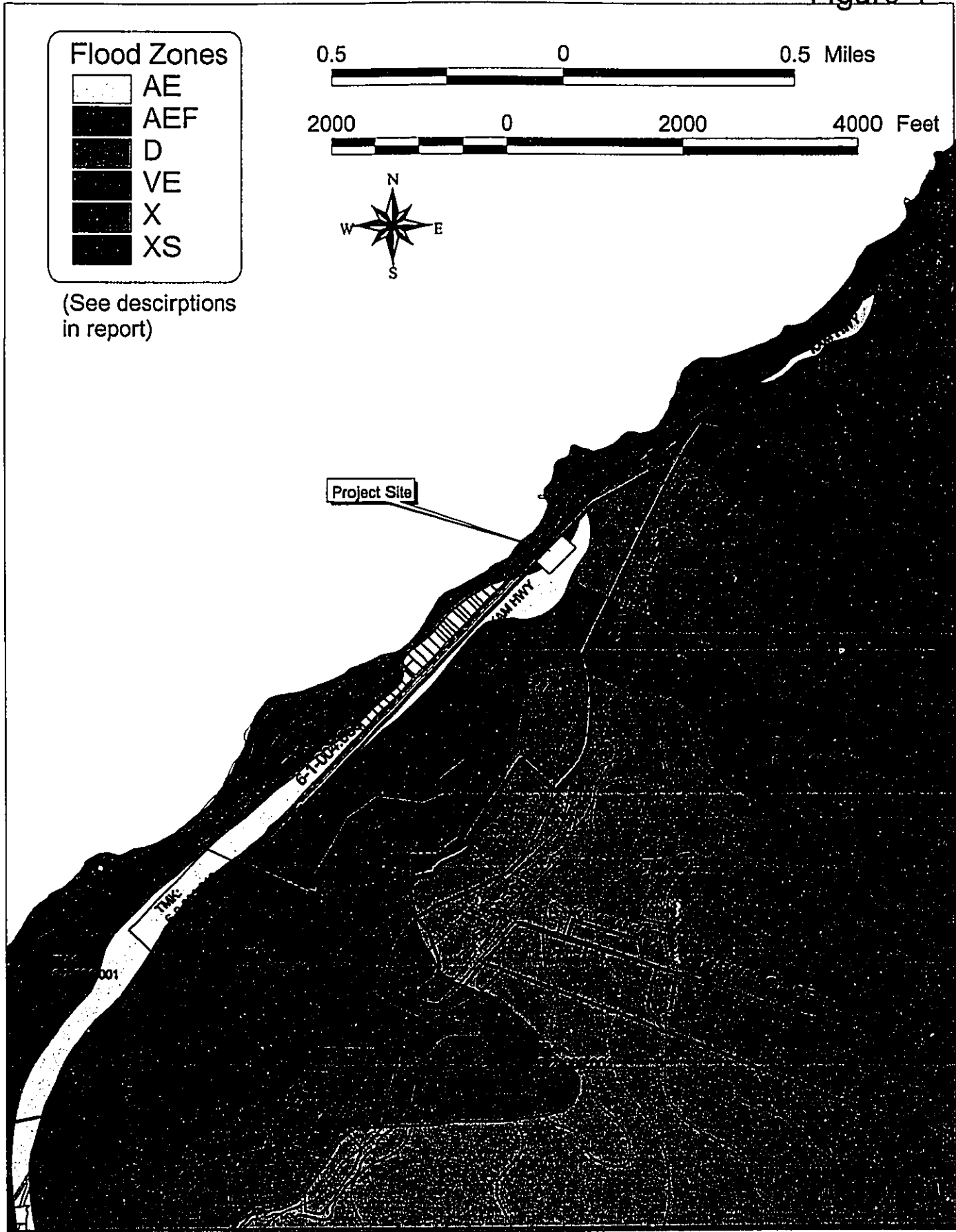


Figure 5

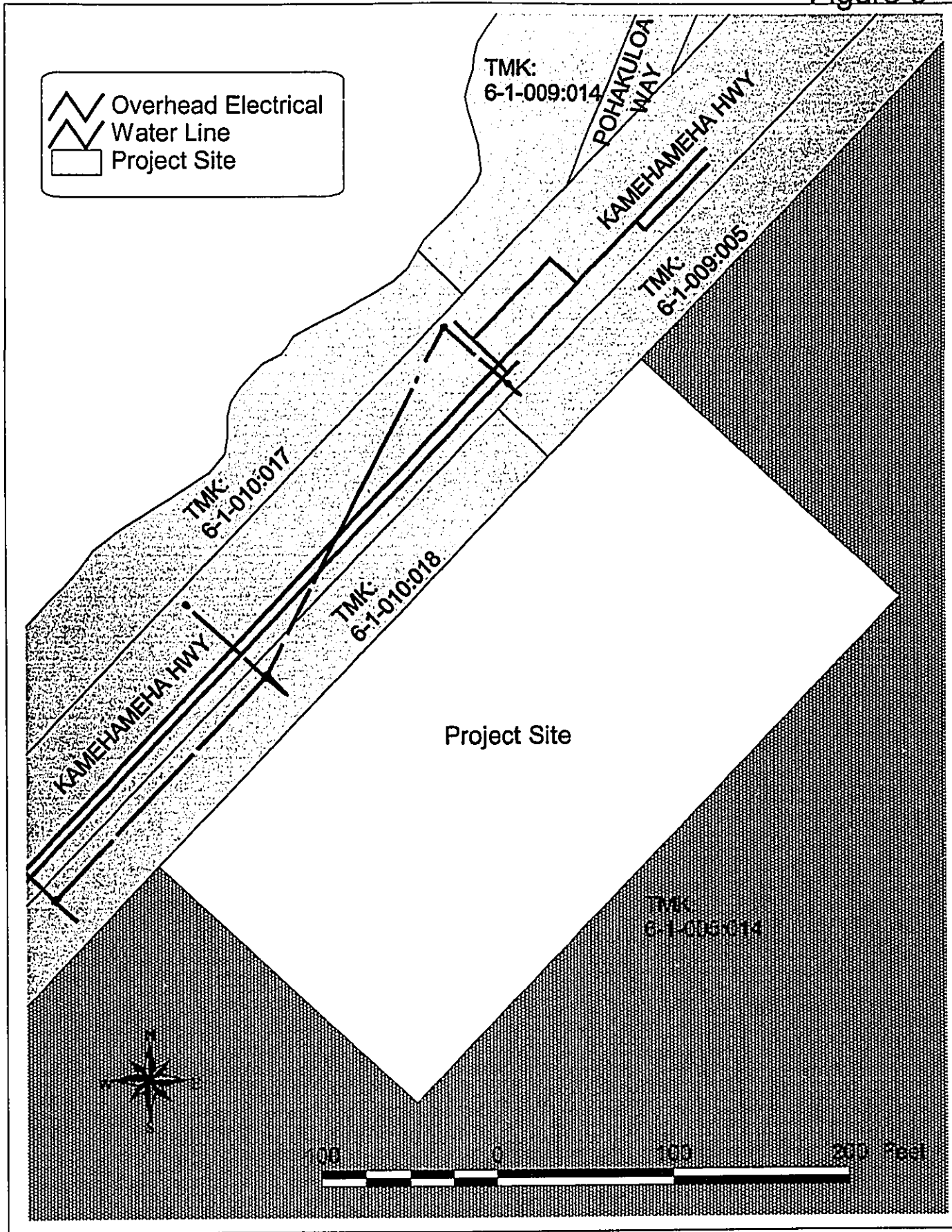
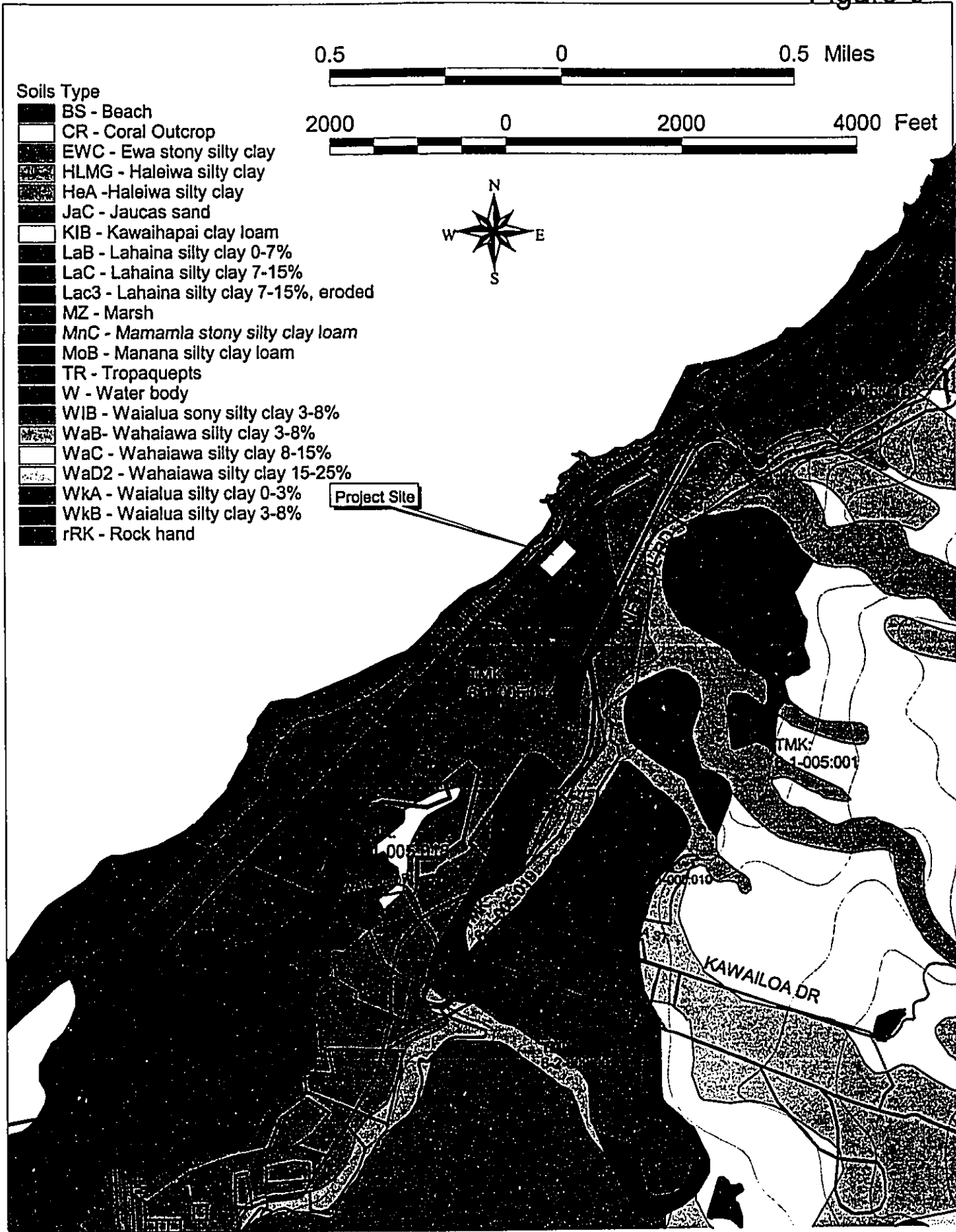
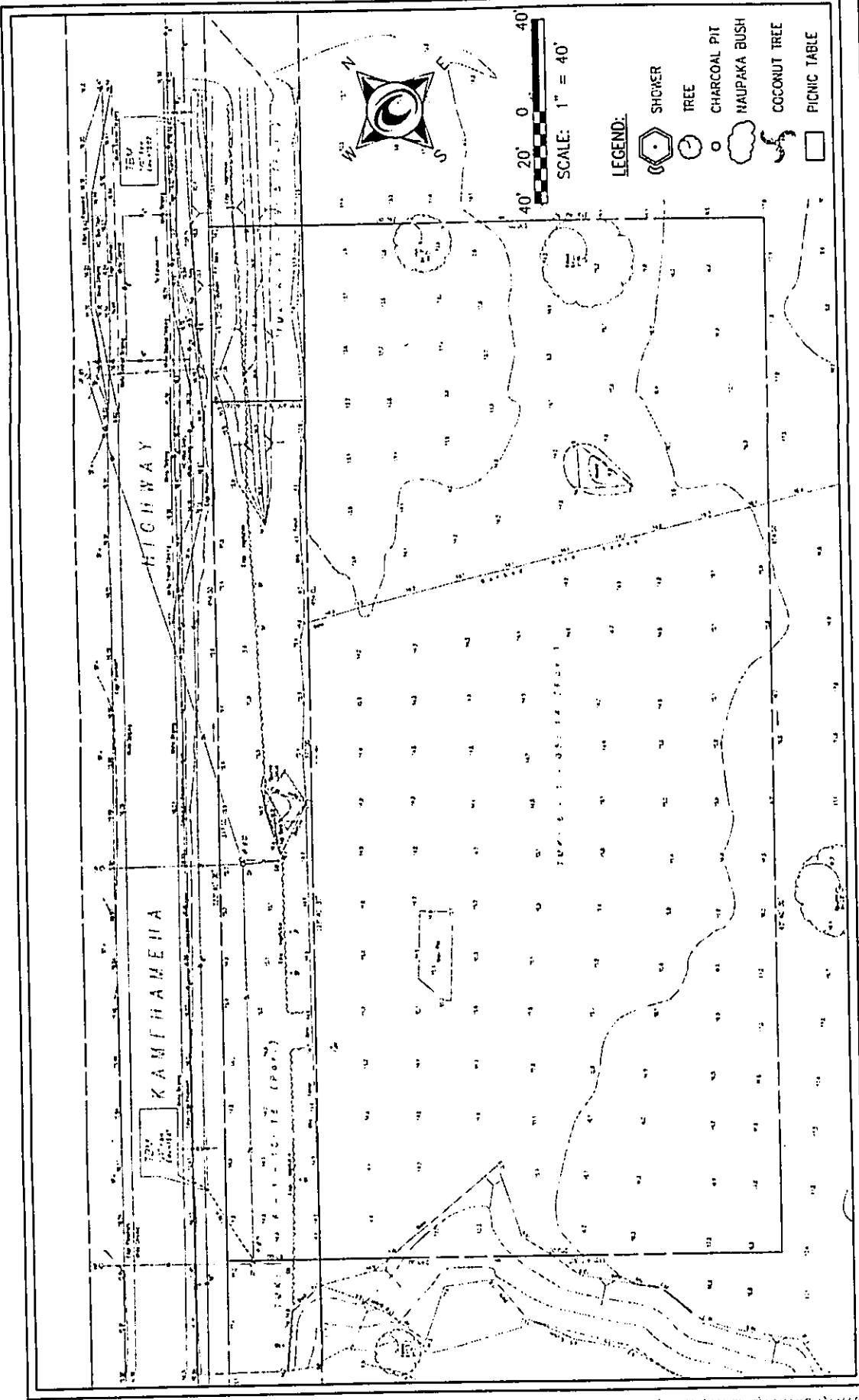


Figure 6





TOPOGRAPHICAL SURVEY

PROJECT NAME: LANIAKEA BEACH SUPPORT PARK

DATE: MARCH 2004

SCALE: AS SHOWN

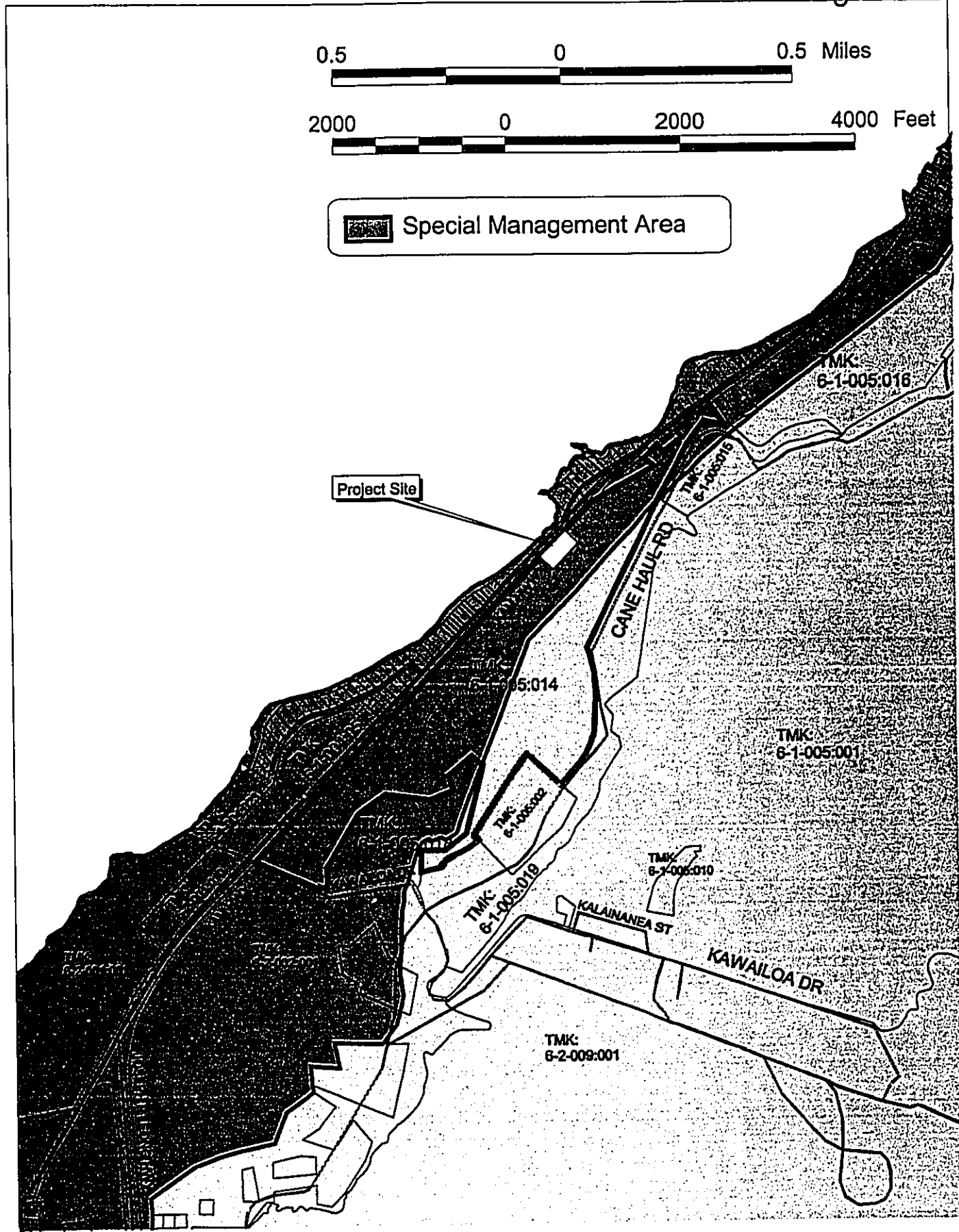
FIGURE

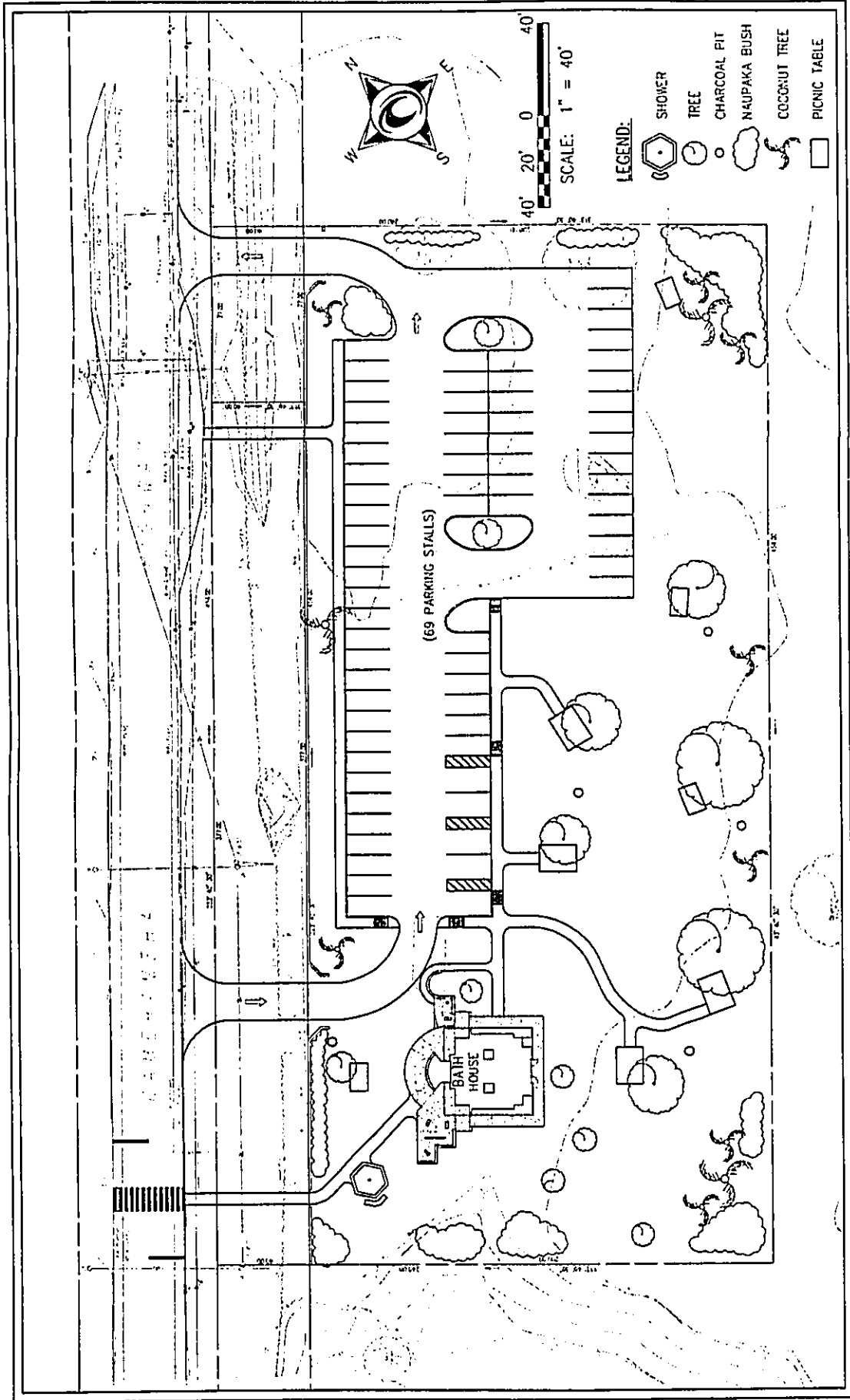
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GRAPHIC SCALE: 1" = 40' (VERTICAL SCALE: 1" = 20') DATE: 03/24/04 BY: KASRA

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Figure 8



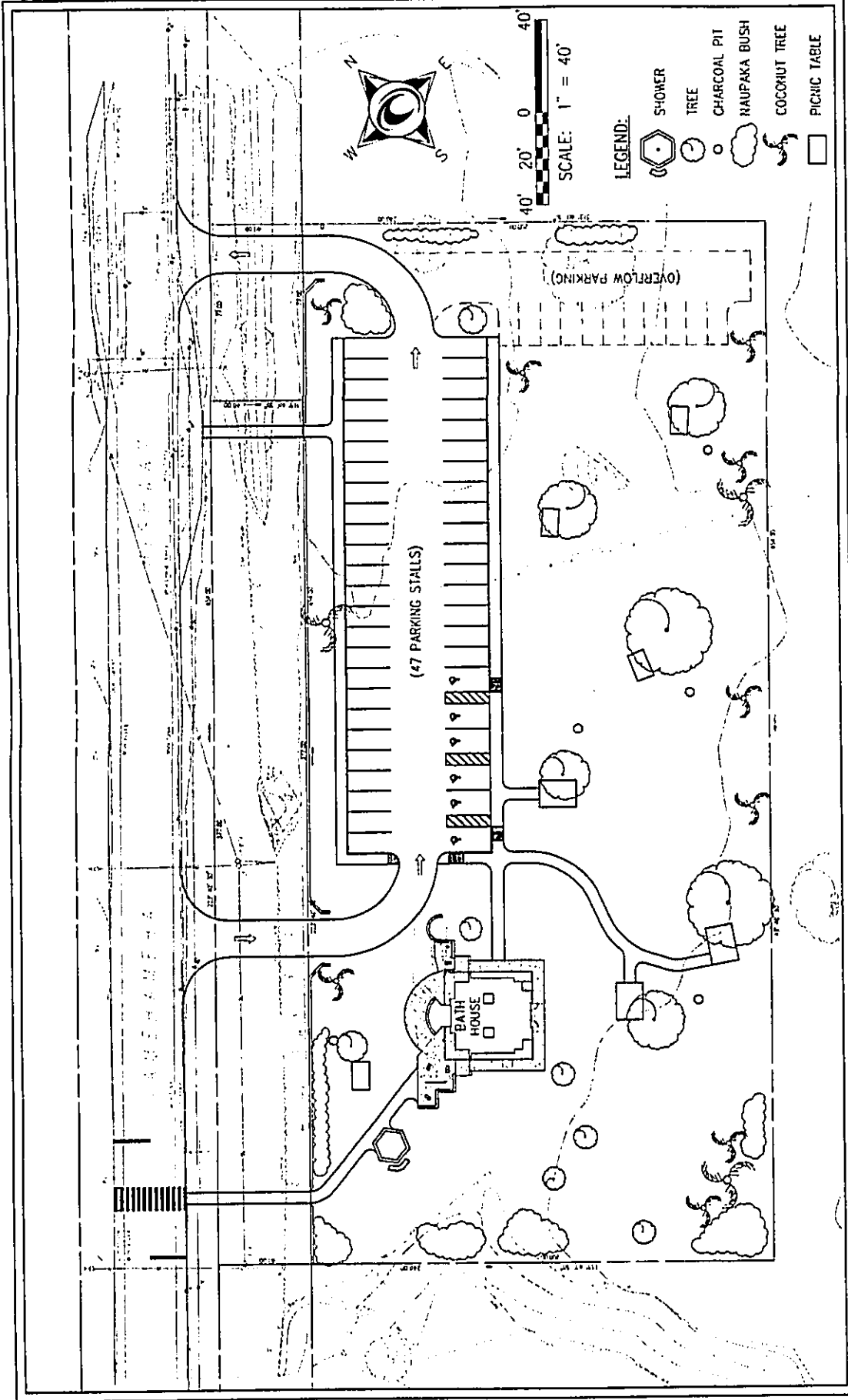



PROJECT NAME: LANIAKEA BEACH SUPPORT PARK
 DATE: JULY 2004
 SCALE: AS SHOWN

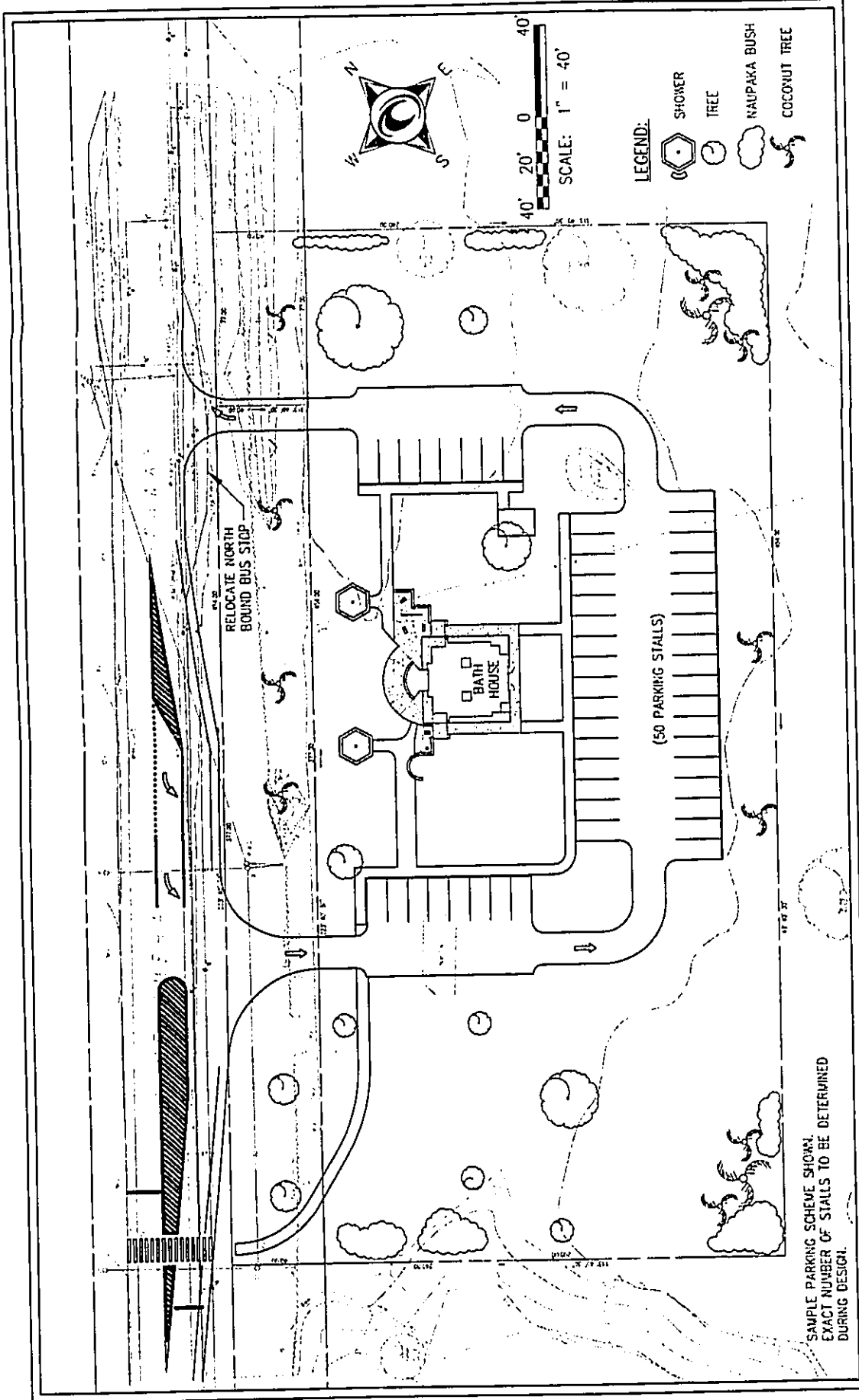
CONCEPTUAL SUPPORT PARK PLAN
 OPTION #1




FIGURE
 9A

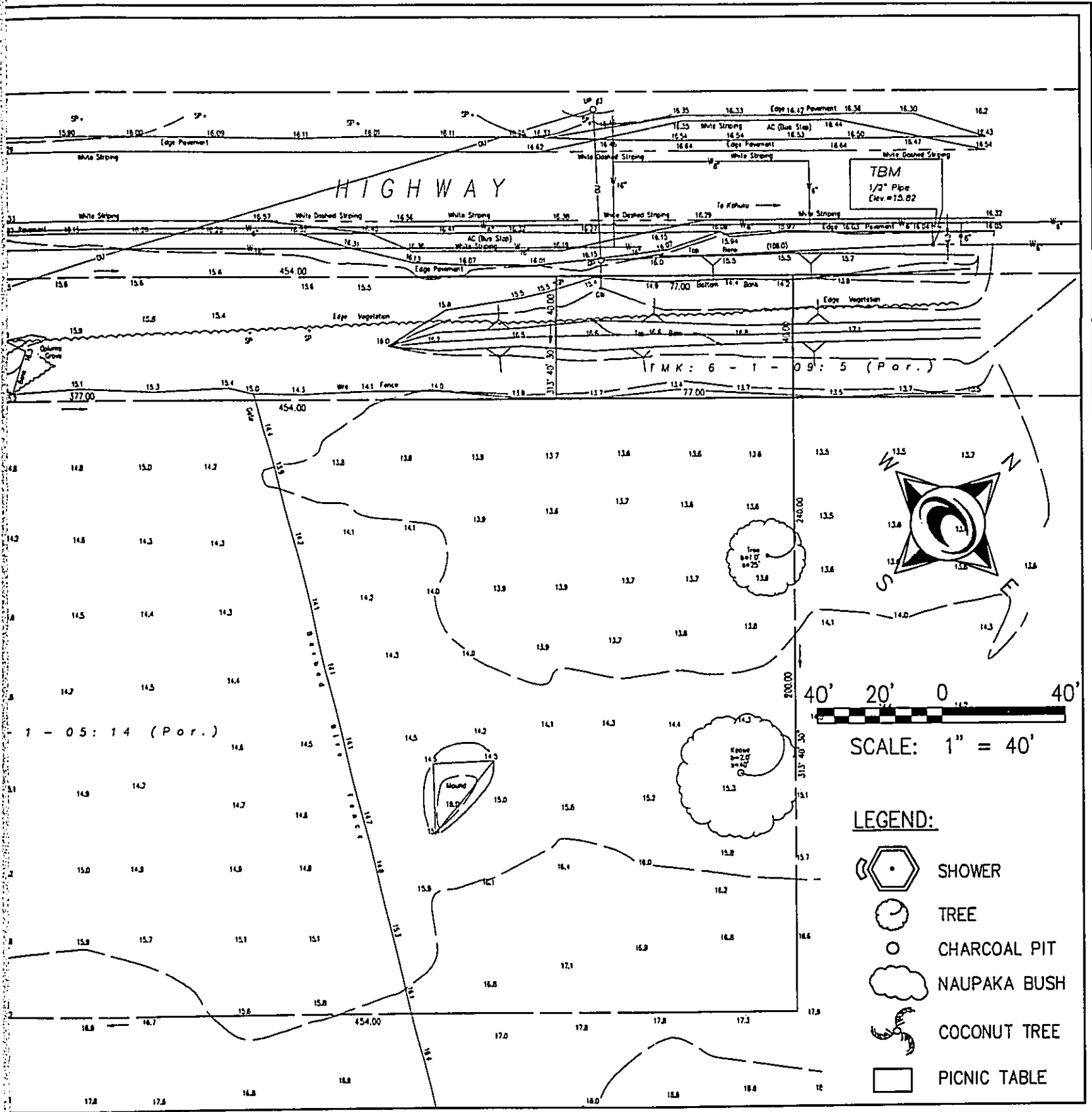


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|  Oceanit | CONCEPTUAL SUPPORT PARK PLAN OPTION #2 | PROJECT NAME: LANIAKEA BEACH SUPPORT PARK | FIGURE 9B |
| | | DATE: JULY 2004 | SCALE: AS SHOWN |



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|  | CONCEPTUAL SUPPORT PARK PLAN OPTION #3 | PROJECT NAME: LANIAKEA BEACH SUPPORT PARK | FIGURE 9C |
| | | DATE: JULY 2004 | SCALE: AS SHOWN |

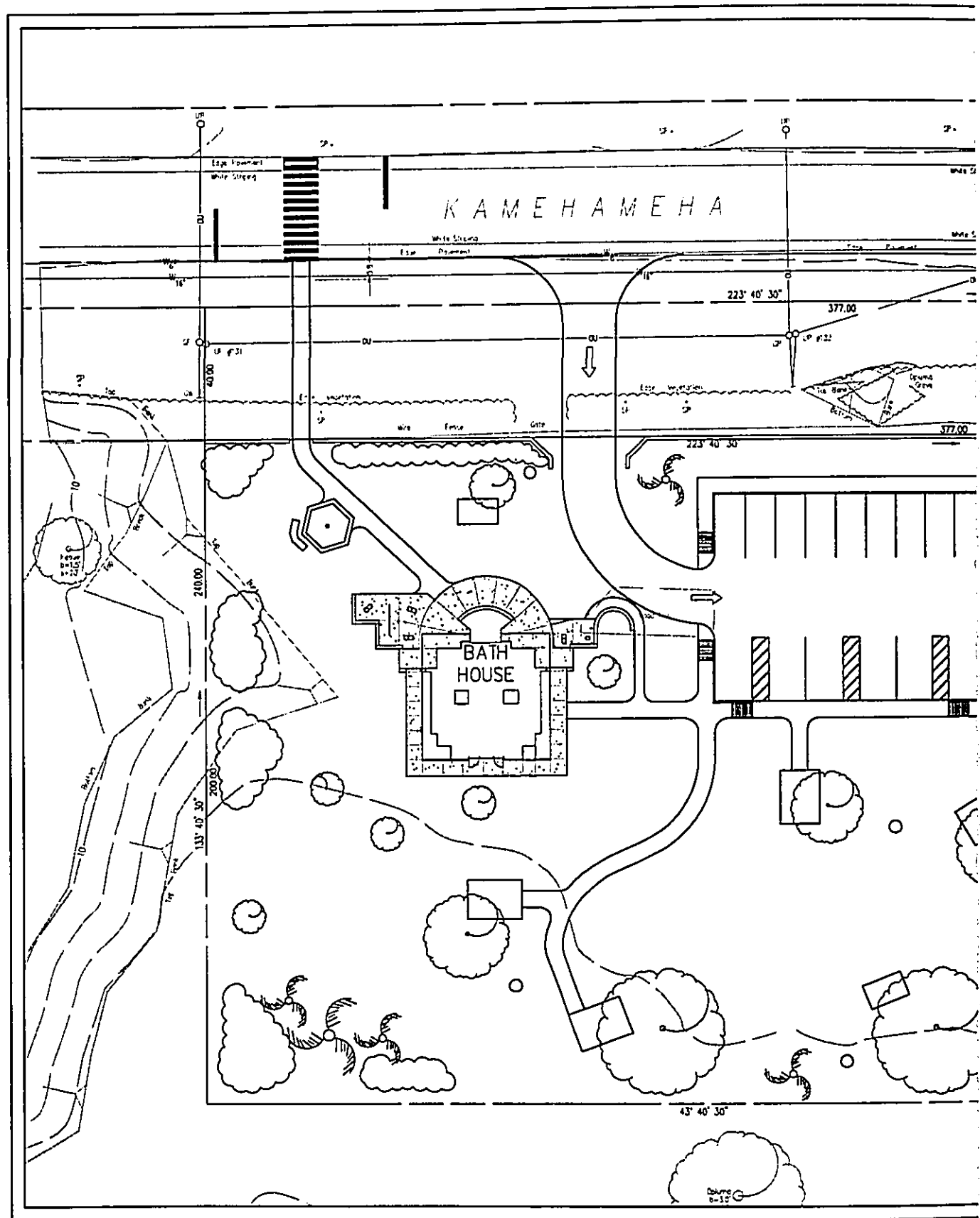
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| PROJECT NAME: | LANIAKEA BEACH SUPPORT PARK | FIGURE 7 |
| DATE: | MARCH 2004 | |
| SCALE: AS SHOWN | | |

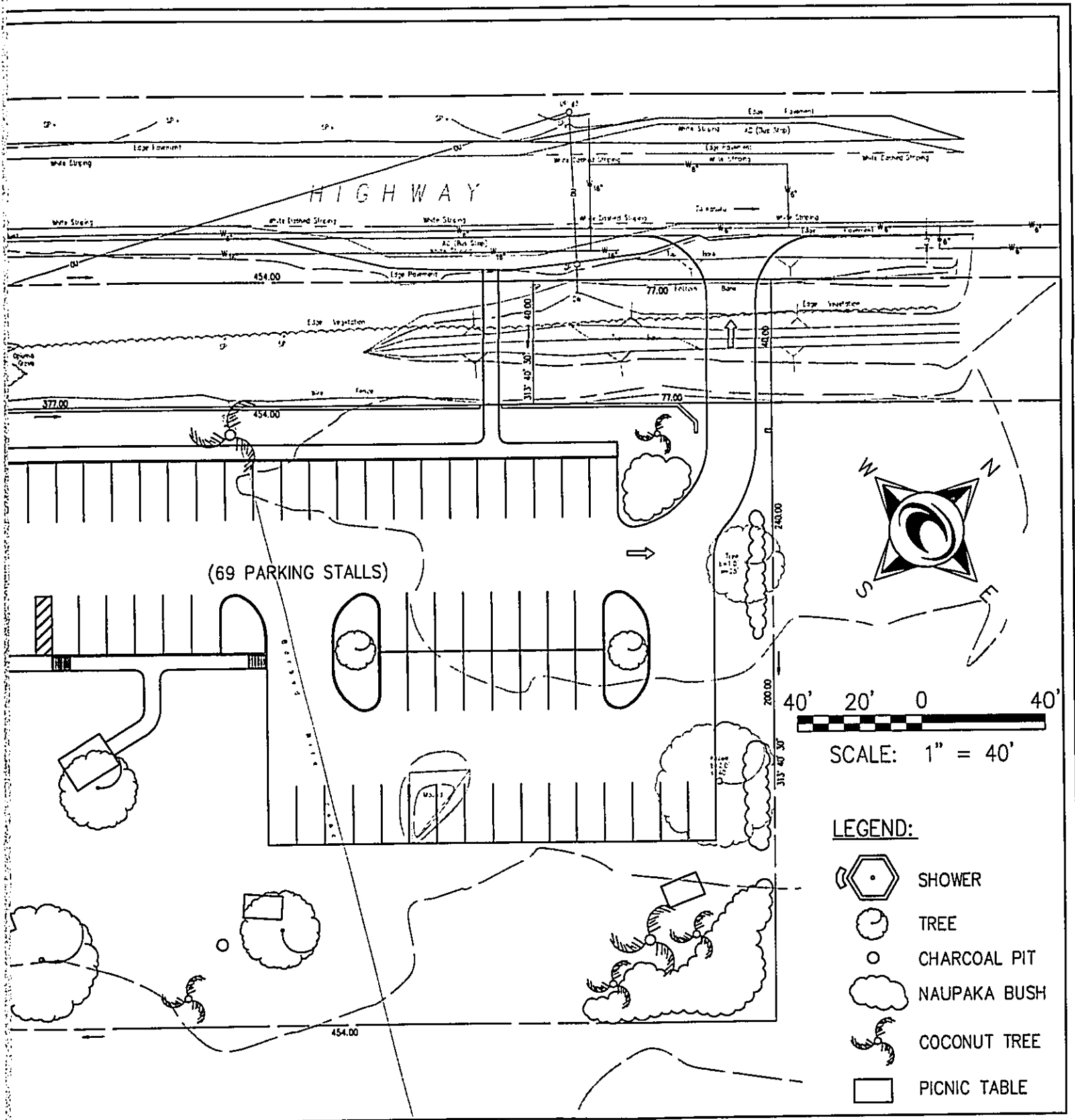
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CONCEPTUAL SUPPORT PARK PLAN
OPTION #1

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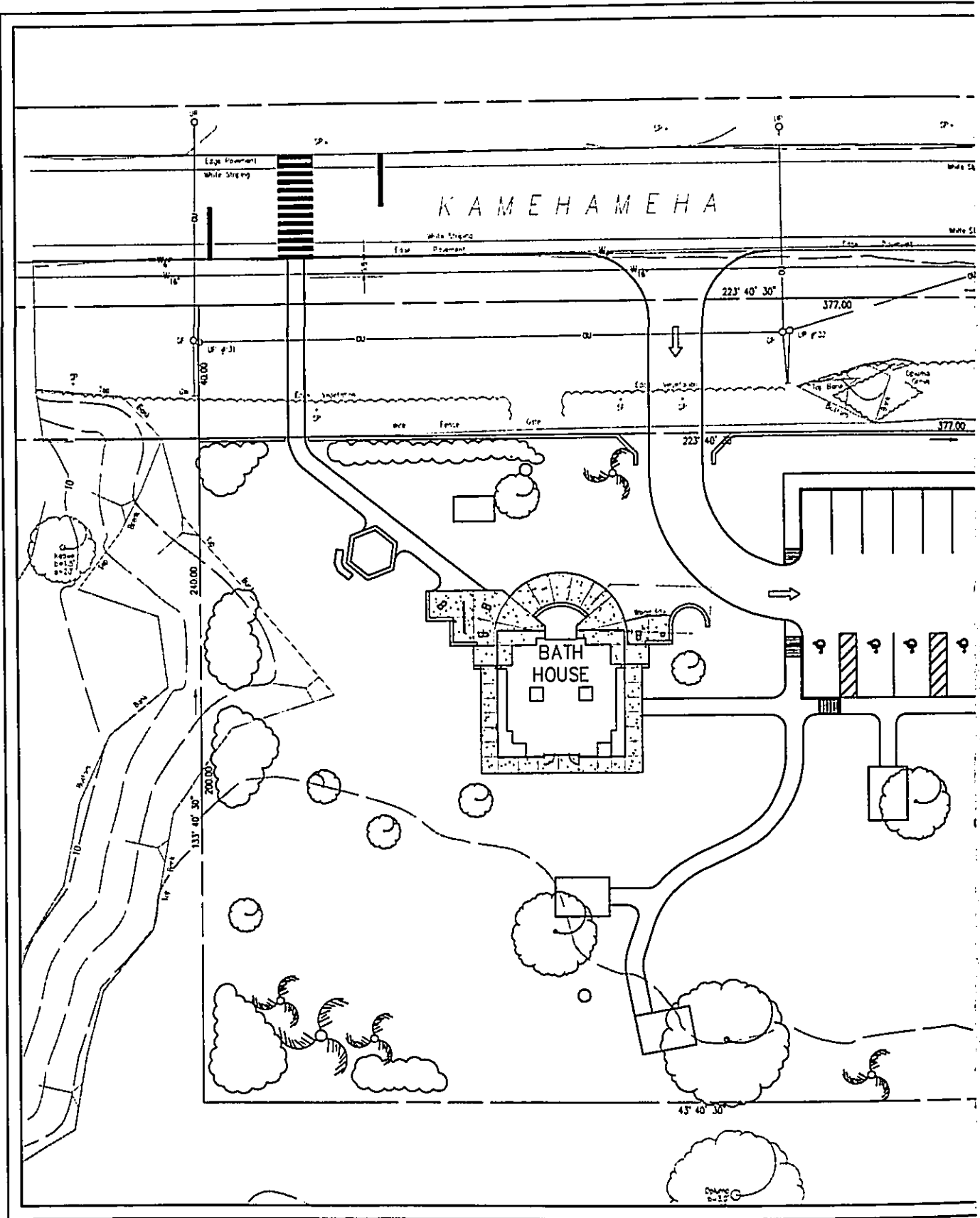


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| PROJECT NAME: | LANIAKEA BEACH SUPPORT PARK | FIGURE |
| DATE: | JULY 2004 | 9A |
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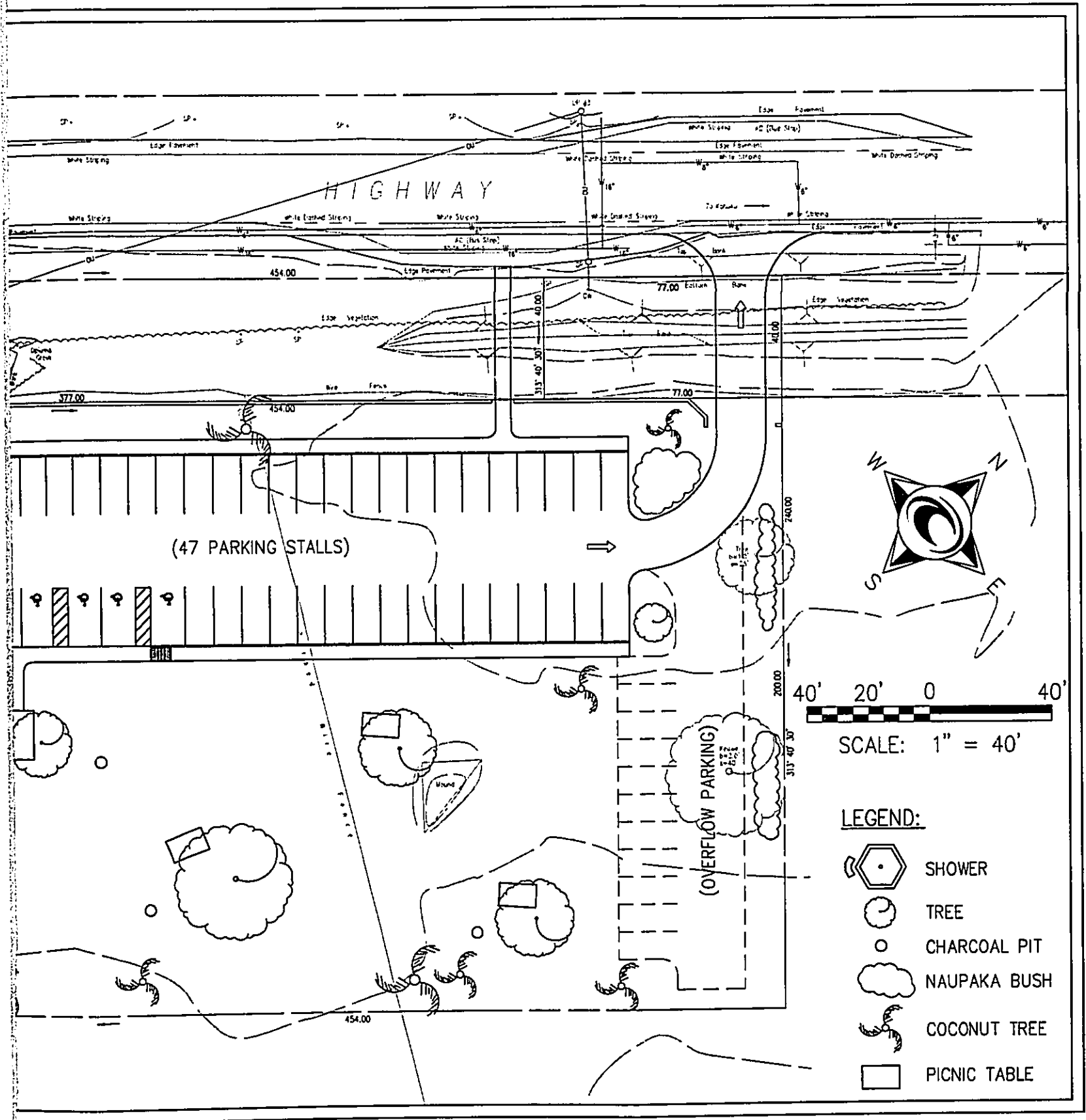
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CONCEPTUAL SUPPORT PARK PLAN
OPTION #2

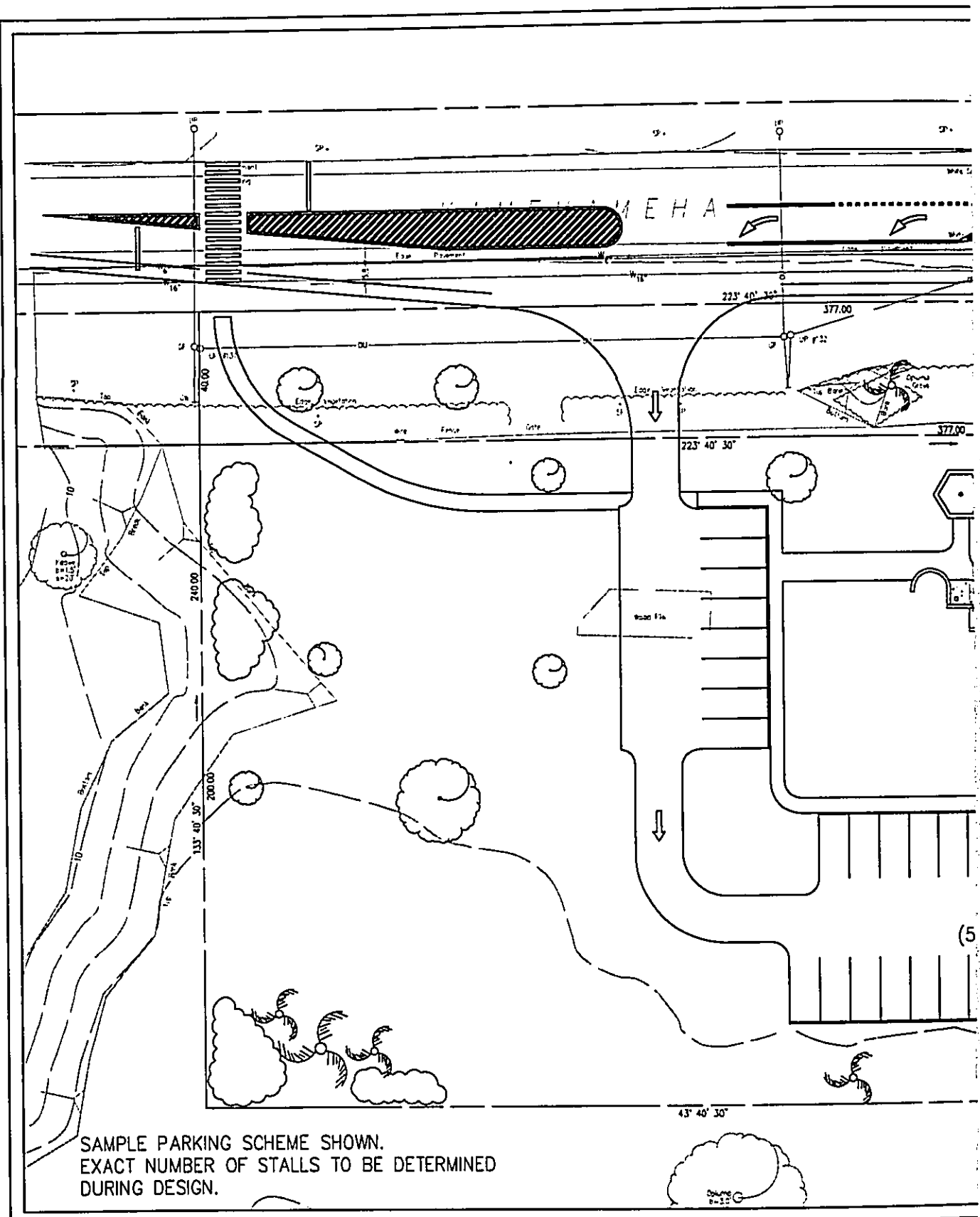
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| PLAN | PROJECT NAME: LANIAKEA BEACH SUPPORT PARK | FIGURE |
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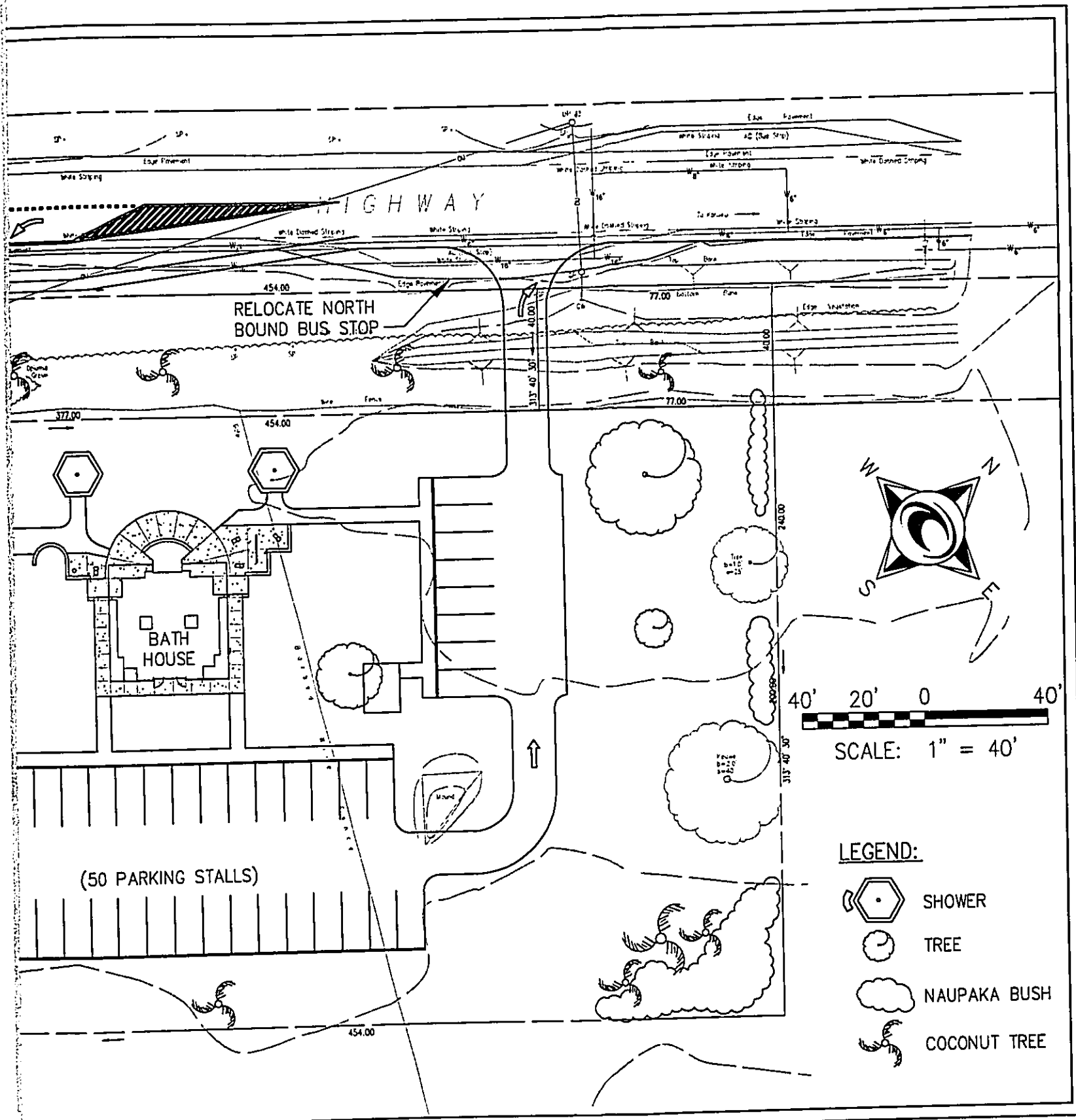
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CONCEPTUAL SUPPORT PARK PLAN
OPTION #3

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| PLAN | PROJECT NAME: LANIAKEA BEACH SUPPORT PARK | FIGURE 9C |
| | DATE: JULY 2004 | SCALE: AS SHOWN |