DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-8000 • FAX: (808) 768-6041
DEPT. WEB SITE: www.honoluludpp.org • CITY WEB SITE: www.honolulu.gov

FILE COPY
APR 23 2017

KIRK CALDWELL
MAYOR

KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

April 11, 2017

RECEIVED
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OFC. OF ENVIRONMENTAL QUALITY CONTROL

Mr. Scott Glenn
Director
Department of Health
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Dear Mr. Glenn:

Subject: Environmental Impact Statement Preparation Notice (EISPN) for the Kapalama Canal Catalytic Project
Kapalama, Oahu, Hawaii

The Department of Planning and Permitting hereby transmits the EISPN for the Kapalama Canal Catalytic Project. A completed Applicant Publication Form and a summary of the proposed action is enclosed (a copy of the same was sent via electronic mail to oeqc@doh.hawaii.gov).

Pursuant to the requirements of Sections 11-200-3 and 11-200-15, Hawaii Administrative Rules, we request to have the EISPN published in the next available periodic bulletin of The Environmental Notice, for the public to submit comments during a 30-day public comment period. If possible, please include the draft Master Plan graphic in the bulletin write up.

Enclosed are the following items:

- Hard copy of the Office of Environmental Quality Control (OEQC) publication form and two hard copies of the EISPN; and
- CD, including the EISPN, OEQC publication form, and draft Master Plan graphic in pdf format.

Please contact our consultant, Earl Matsukawa of Wilson Okamoto Corporation, at (808) 946-2277, should you have any questions.

Sincerely,

Kathy K. Sokugawa
Acting Director

Enclosures
EISPN

17-439

AGENCY
PUBLICATION FORM

Project Name:	*Kapālama Canal Catalytic Project*
Project Short Name:	*Kapālama Canal Catalytic Project*
HRS §343-5 Trigger(s):	1) Use of State and County Lands / Funds,
Island(s):	O'ahu
Judicial District(s):	Honolulu
TMK(s):	1-5-000:000, 1-5-020:004, 1-5-020:005, 1-5-020:006, 1-5-020:009, 1-5-020:011, 1-5-020:012, 1-5-020:014, 1-5-020:015, 1-5-020:018, 1-5-033:022, 1-5-034:004, and 1-6-000:000
Permit(s)/Approval(s):	Chapter 343, HRS Compliance, Chapter 6E, HRS Compliance, USACE Jurisdictional Compliance, Stream Channel Alteration Permit, others to be determined.
Proposing/Determining Agency:	City and County of Honolulu, Department of Planning and Permitting
Contact Name, Email, Telephone, Address	Andrew Tang, Department of Planning and Permitting andrew.tang@honolulu.gov 650 S. King Street Honolulu, HI 97813. Phone: (808) 768-8050
Accepting Authority:	Mayor of the City and County of Honolulu, Kirk Caldwell
Contact Name, Email, Telephone, Address	Office of the Mayor, 540 South King Street, Room 300 Honolulu, Hawai'i 96813 Phone: (808) 768-4141 http://www.honolulu.gov/mayor/contactthemayor.html
Consultant:	Wilson Okamoto Corporation
Contact Name, Email, Telephone, Address	Earl Matsukawa, ematsukawa@wilsonokamoto.com 1907 South Beretania Street, Suite 400 Honolulu, Hawai'i 96826 T (808) 946-2277 F (808) 946-2253

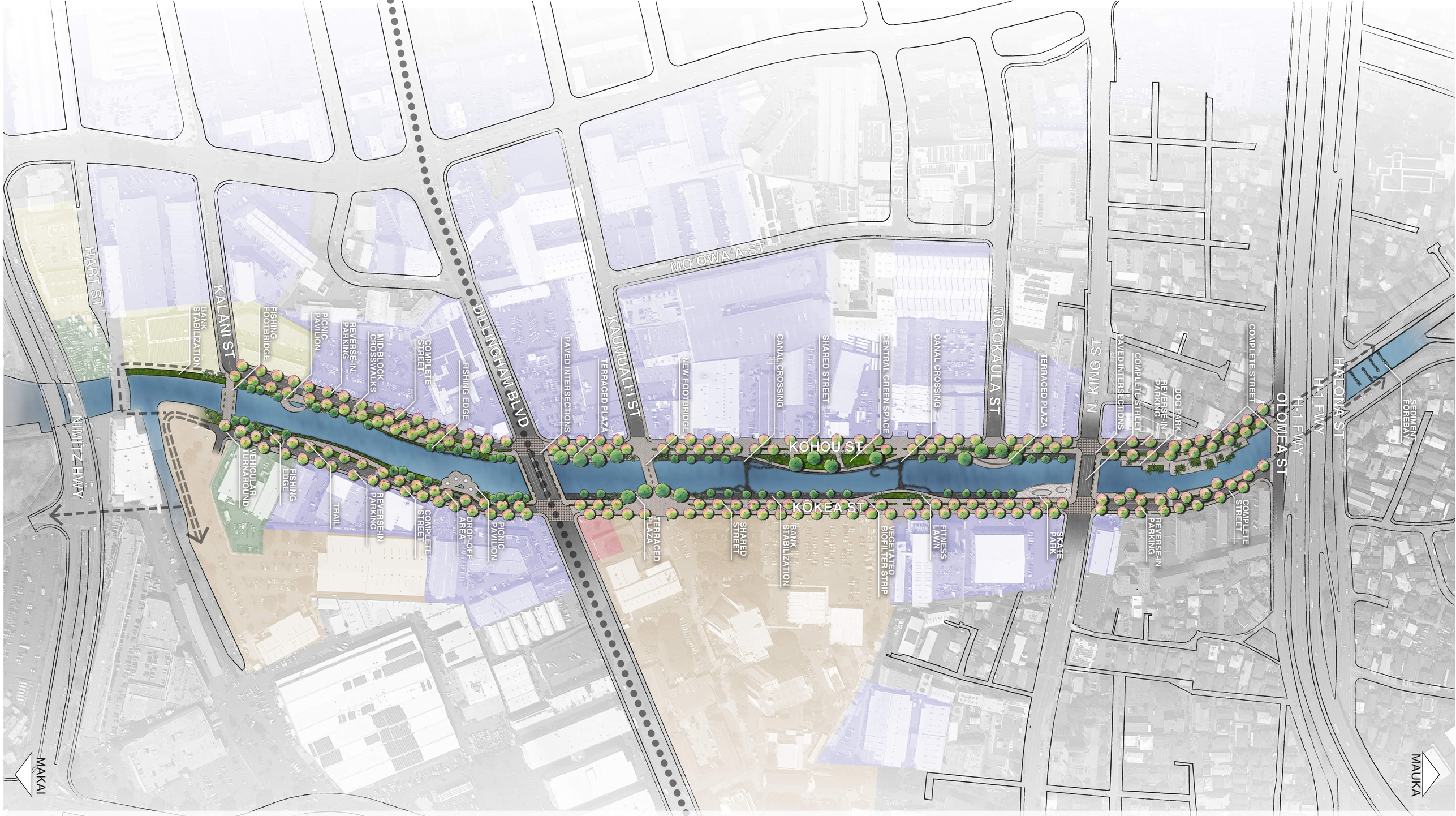
Status (select one)	**Submittal Requirements**
X Act 172-12 EISPN ("Direct to EIS")	Submit 1) the proposing agency notice of determination letter on agency letterhead and 2) this completed OEQC publication form as a Word file; no EA is required and a 30-day comment period follows from the date of publication in the Notice.

Project Summary

Provide a description of the proposed action and purpose and need in 200 words or less.

The Kapālama Canal Catalytic Project is the outcome of various community plans supported by the City & County of Honolulu Department of Planning and Permitting. These community plans include the Kalihi-Palāma Action Plan (2004) and the Kalihi Neighborhood Transit-Oriented Development Plan (2014), which envision a linear park along Kapālama Canal, a waterfront promenade, and Complete Streets improvements along Kōkea and Kohou Streets from Nimitz Highway to the H-1 Freeway. In addition to implementing the community's visions, the Catalytic Project will address green infrastructure and water quality improvements, erosion control, bank stabilization, channel bottom/invert alternation, and dredging.

The proposed project improvements are intended to address needs underscored by concerns raised by the public in regards to regional conditions pertaining to economic development, public health and safety, and multi-modal connectivity. The purpose of the proposed improvements is to create recreational and gathering spaces, improve multi-modal access, and catalyze broader neighborhood improvements and new mixed use development in the area around the future Kapālama rail transit station.



KAPĀLAMA CANAL MASTER PLAN

APRIL 6, 2017

0' 40' 80' 160' 320'
SCALE: 1"=80'-0"

HART RAIL STATION

KAMEHAMEHA SCHOOLS PARCEL

HONOLULU COMMUNITY COLLEGE PARCEL

DEPARTMENT OF HAWAIIAN HOMELANDS PARCEL

STATE OF HAWAI'I PARCEL

RAIL LINE

FUTURE PEDESTRIAN/BICYCLE PATH EXTENSION

FUTURE COMPLETE STREET EXTENSION

N

Kapālama Canal Catalytic Project

Environmental Impact Statement Preparation Notice

April 2017

Prepared For

City and County of Honolulu

Department of Planning and Permitting

Prepared By

Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400 Honolulu, Hawai'i 96826

ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE

Kapālama Canal Catalytic Project

Honolulu, Hawai‘i

Prepared For:

City and County of Honolulu
Department of Permitting and Planning
650 S. King Street
Honolulu, HI 96813

Prepared By:

Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawai‘i 96826

WOC Job No. 10079-01

April 2017

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PREFACE

The filing of this Environmental Impact Statement Preparation Notice (EISPN) by the City and County of Honolulu (CCH), Department of Planning and Permitting (DPP) formalizes its determination that the preparation of an Environmental Impact Statement (EIS) is required for the Proposed Action. A notice of this determination and the availability of this document for agency and public review and comment will be published in the Office of Environmental Quality Control's *The Environmental Notice*, as required by Hawai'i Administrative Rules (HAR) Title 11, Chapter 200. This document is not the EIS, but rather, serves as documentation of notice for the preparation of the EIS. It serves as a process for soliciting input from agencies, citizen groups and individuals as comments received in response to this EISPN will be considered in identifying key issues to be addressed in the Draft EIS and Final EIS.

This EISPN document presents reviewers with a description of the Proposed Action, its goal and objectives, and identifies environmental resource topics that will be further evaluated in the Draft EIS and may be the subject of studies to be prepared in support of the EIS. Reviewers will have the opportunity to comment on the type of information they feel should be included in the subsequent Draft EIS to comply with the content requirements established by Hawai'i Administrative Rules (HAR) Section 11-200-16 and 11-200-17. Following publication of the Draft EIS, reviewers will have an opportunity to comment on its contents toward the preparation of the Final EIS.

The purpose of the EIS process is to disclose to government agencies, the general public, stakeholders, and decision-makers the anticipated impacts of a project and to identify feasible measures that might be taken to mitigate potential impacts. Acceptance of the Final EIS by the Mayor of the City and County of Honolulu will be a determination that the document complies with disclosure requirements and that it may then be used to evaluate proceeding with the proposed project.

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SUMMARY

Project Name:	Kapālama Canal Catalytic Project
Proposing Agency:	City and County of Honolulu, Department of Planning and Permitting
Approving Agency:	Office of the Mayor, City and County of Honolulu
Location:	Kapālama, Oʻahu (See Figure S-1)
Tax Map Keys:	1-5-000:000, 1-5-020:004, 1-5-020:005, 1-5-020:006, 1-5-020:009, 1-5-020:011, 1-5-020:012, 1-5-020:014, 1-5-020:015, 1-5-020:018, 1-5-033:022, 1-5-034:004, and 1-6-000:000 (See Figure S-2)
Land Area:	26 Acres (approximate)
Recorded Fee Owner:	Various: City and County of Honolulu State of Hawaiʻi: Hawaiʻi Community College Department of Hawaiian Homelands Department of Transportation – Harbors Division
Existing Use:	Kapālama Canal, a waterway in the ahupuaʻa of Kapālama that roughly follows the original course of the former Niuhelewai Stream from Honolulu Harbor to just mauka of Houghtailing Street. The Canal was built by the City and County of Honolulu with financial assistance from the Federal Public Works Administration program in 1938 as a flood control project.
State Land Use District:	Urban, (See Figure S-3)
Special Management Area:	Lower portions of the Canal are located in the SMA (See Figure S-4)
Zoning:	Various, (See Figure S-5)
Flood Zone Designation:	Zone X, (See Figure S-6)
Proposed Action:	The Kapālama Canal Catalytic Project is the outcome of various community plans supported by the City & County of Honolulu Department of Planning and Permitting. These community plans include the Kalihi-Palāma Action Plan (2004) and the Kalihi Neighborhood Transit-Oriented Development Plan (2014), which envision a linear park along Kapālama Canal, a waterfront promenade, and Complete Streets improvements along Kōkea and Kohou Streets from Nimitz Highway to the H-1 Freeway. In addition to implementing the community's visions, the

Catalytic Project will address green infrastructure and water quality improvements, erosion control, bank stabilization, channel bottom/invert alternation, and dredging. The project is intended to create recreational and gathering spaces, improve multi-modal access, and catalyze broader neighborhood improvements and new mixed-use development in the area around the Kapālama rail transit station.

Impacts:

Analysis of the following environmental resource topics will be addressed in the Draft EIS:

Climate
Geology
Topography
Soils
Surface Waters
Groundwater
Coastal Waters
Natural Hazards
Flora
Fauna
Historic and Archaeological Resources
Cultural Resources
Air Quality
Noise
Visual Resources
Socio Economic Characteristics
Public Services and Facilities
Infrastructure and Utilities
Secondary and Cumulative Impacts

Determination:

Implementation of the subject project improvements will involve the use of State and County lands and funds and, therefore, will be subject to the requirements of Chapter 343, Hawaii Revised Statutes (HRS) and Title 11, Chapter 200, Hawaii Administrative Rules (HAR), Hawaii Department of Health.

Due to the collective scale of the proposed action, the preparation and processing of an Environmental Impact Statement (EIS) is warranted to comply with Chapter 343.

Required Permits / Approvals:

Chapter 343, HRS Compliance: Subject EIS will be processed as an agency action by the DPP

Chapter 6E, HRS Compliance: An Archaeological Inventory Survey Plan will be prepared and included as part of the forthcoming Draft EIS. This plan will be

submitted and reviewed by the Department of Land and Resources State Historic Preservation Division (SHPD).

Waters of the United States: Proposed project activities within U.S. waters are regulated by the U.S. Army Corps of Engineers. The full extent of USACE jurisdiction and permitting requirements will be determined as USACE is engaged in formal consultation.

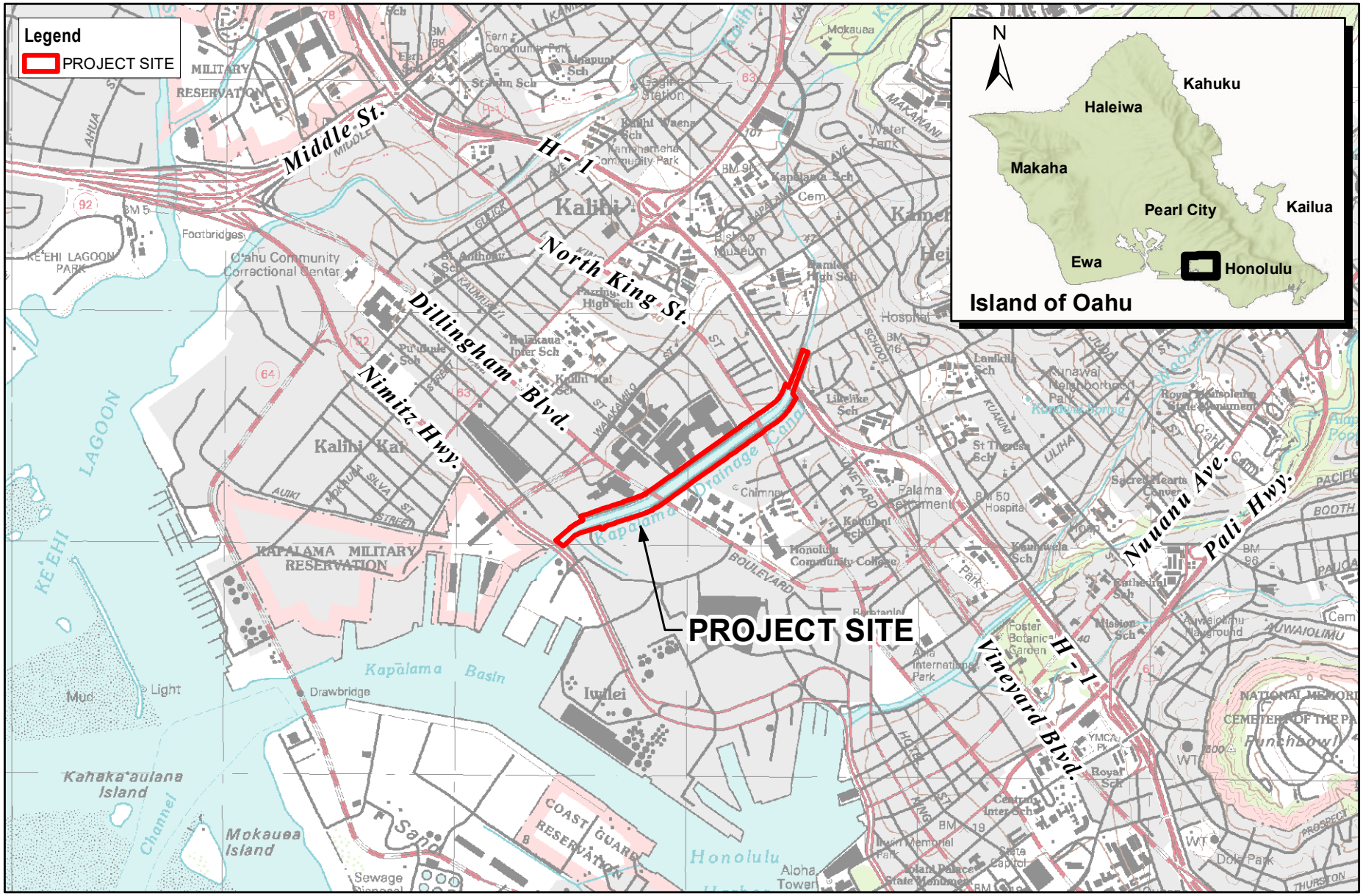
Stream Channel Application Permit*:* The proposed action will require the approval of a Stream Channel Application Permit (SCAP) issued by the State Commission Water Resource Management (CWRM) triggered by alterations to the canal channel.

Other Required Permits: Forthcoming EIS documentation will discuss and assess the remaining balance of environmental / land use permits outlined in the subject study as they pertain to the proposed action. A list of agencies to be consulted as part of the EIS process is included herein as an attachment.

Agencies Consulted in EISPN Process: See Section 3, Consultation

Planning Consultant:

Mr. Earl Matsukawa, AICP
Wilson Okamoto Corporation
Honolulu, Hawaiʻi 96826
Telephone: (808) 946-2277
Fax: (808) 946-2253



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Source: State OP

FIGURE S-1

LOCATION MAP

KAPALAMA CANAL CATALYTIC PROJECT

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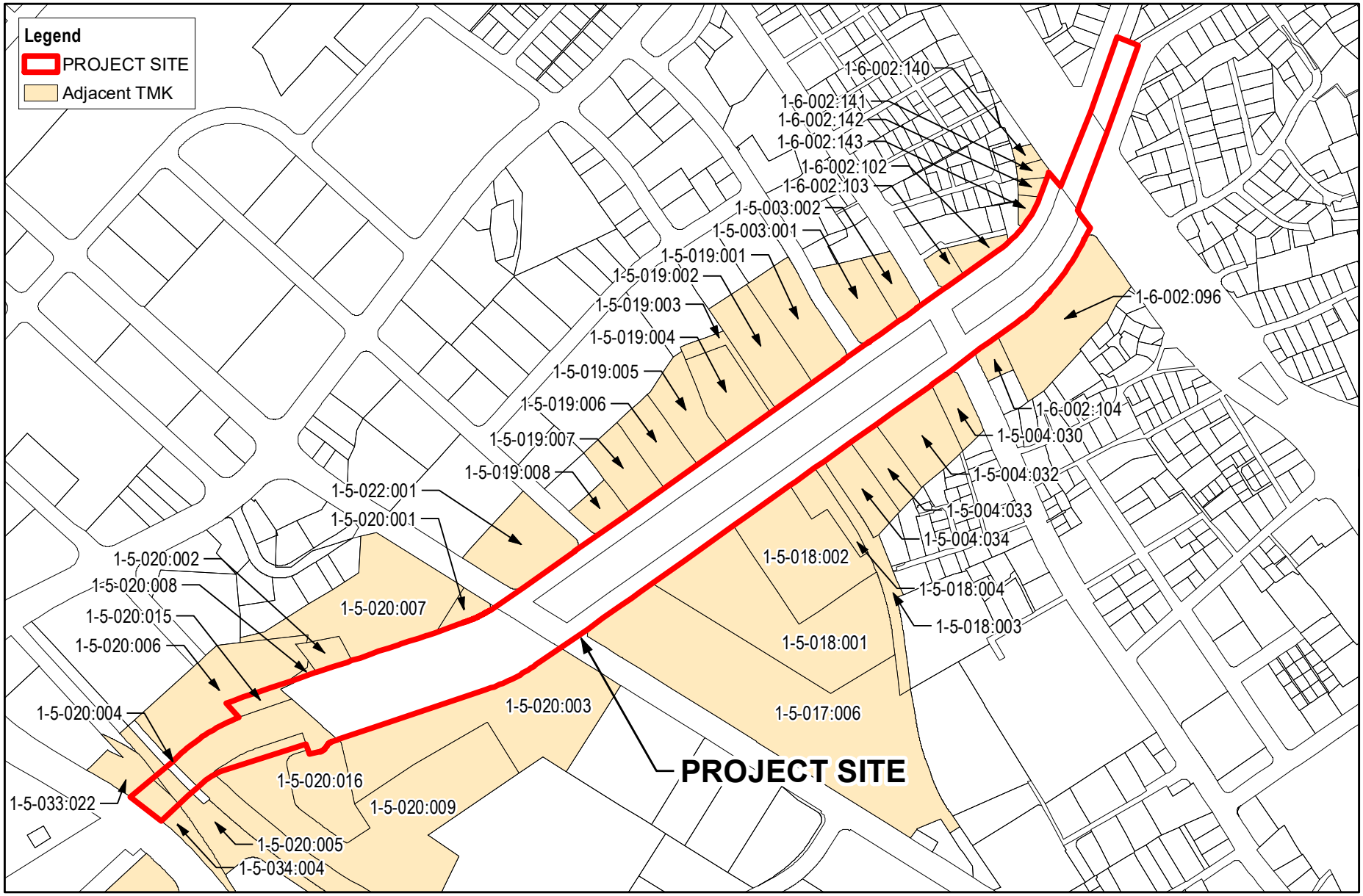

WILSON OKAMOTO CORPORATION

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FIGURE S-2

TMK MAP

KAPALAMA CANAL CATALYTIC PROJECT

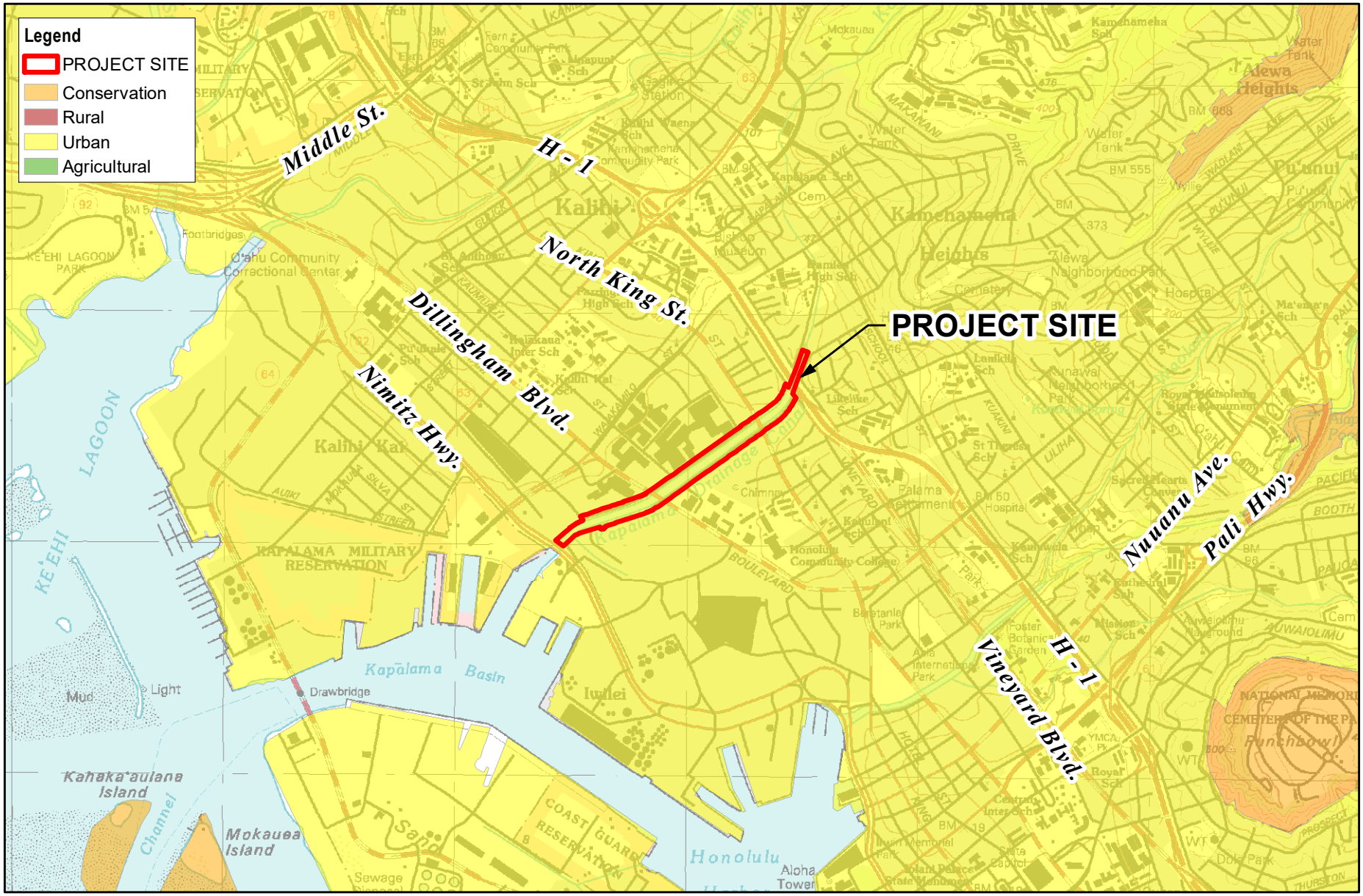

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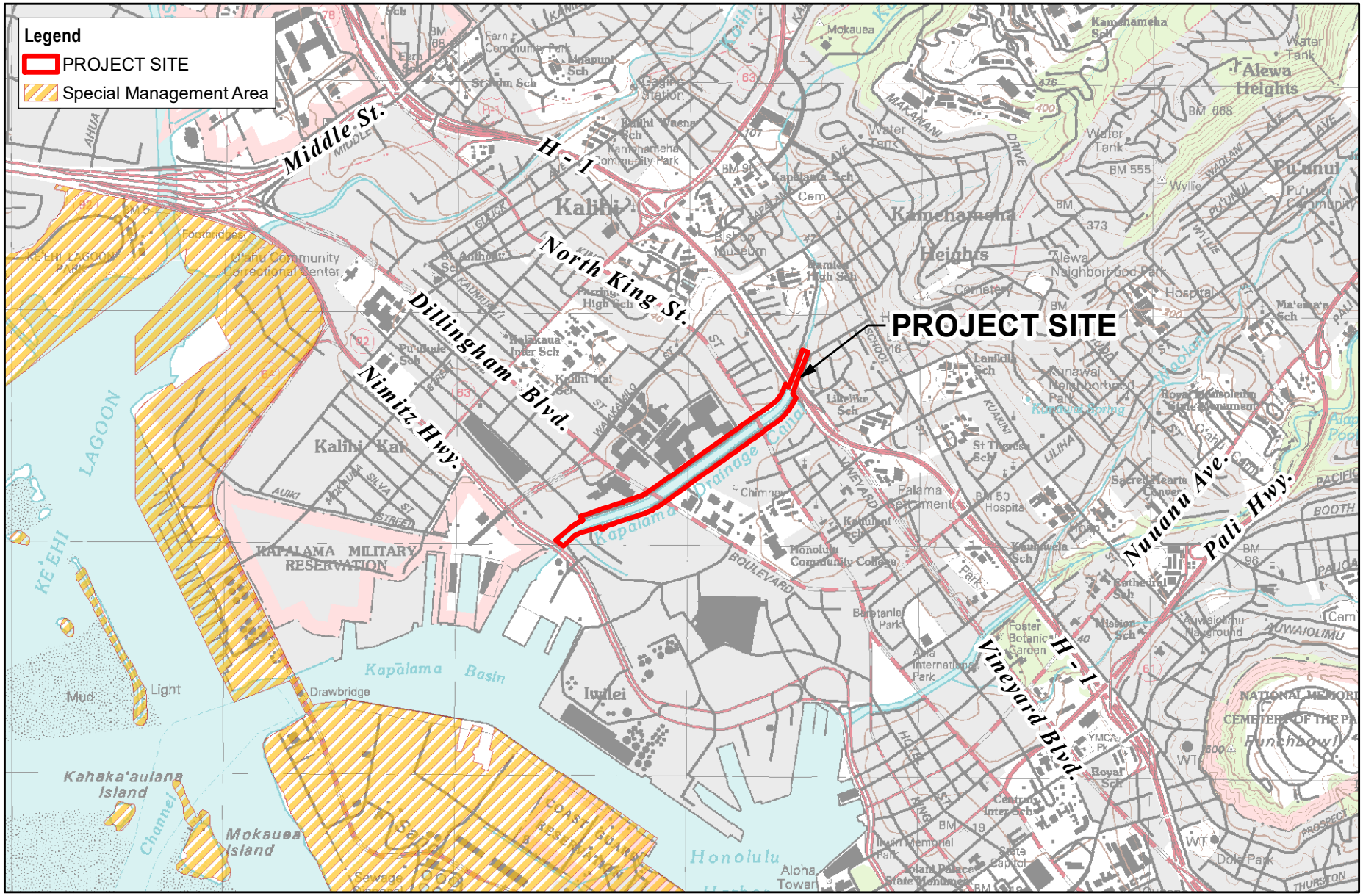
FIGURE S-3

STATE LAND USE DISTRICTS MAP

KAPALAMA CANAL CATALYTIC PROJECT



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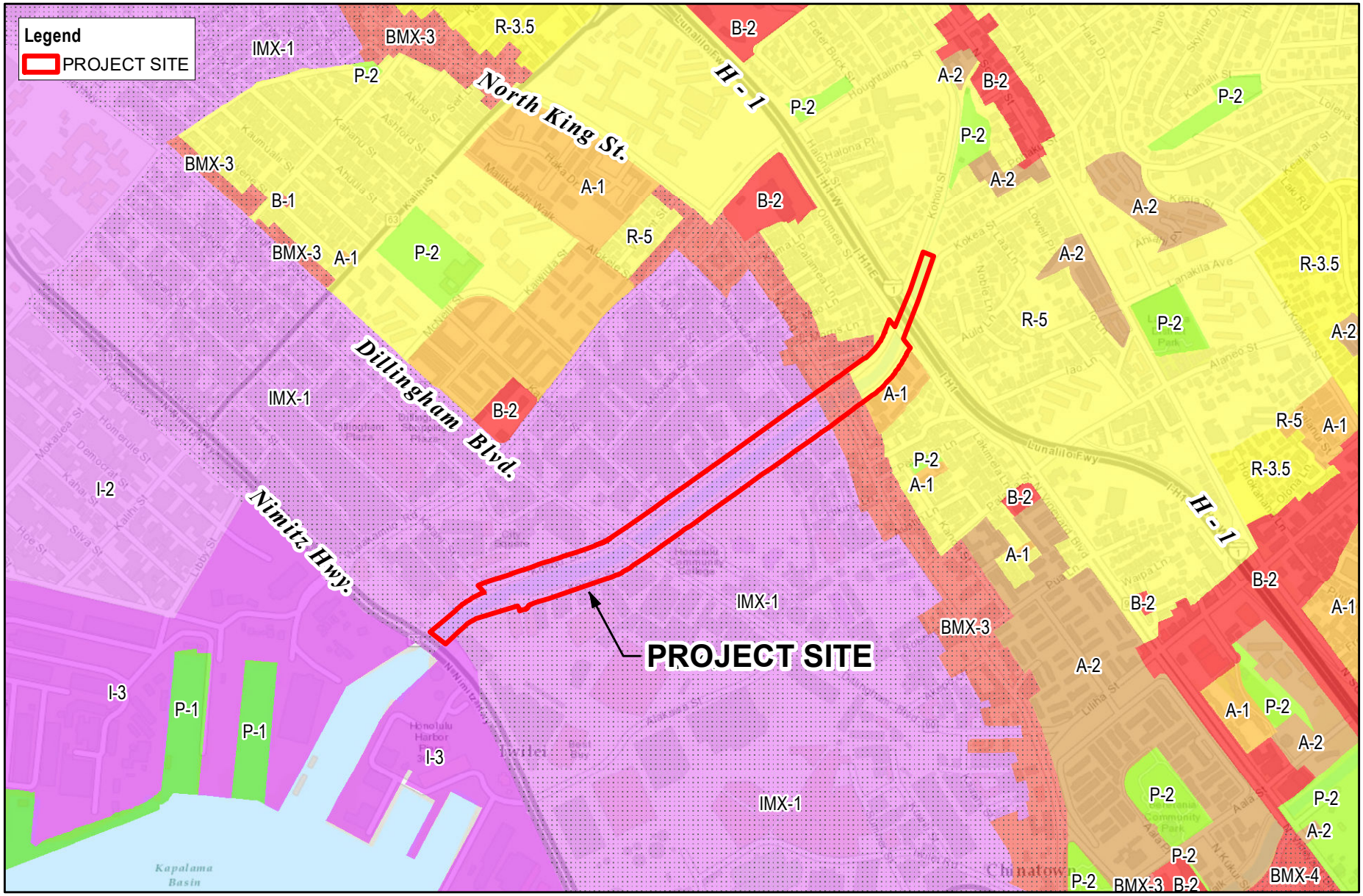
Source: State OP

FIGURE S-4

SPECIAL MANAGEMENT AREA MAP

KAPALAMA CANAL CATALYTIC PROJECT



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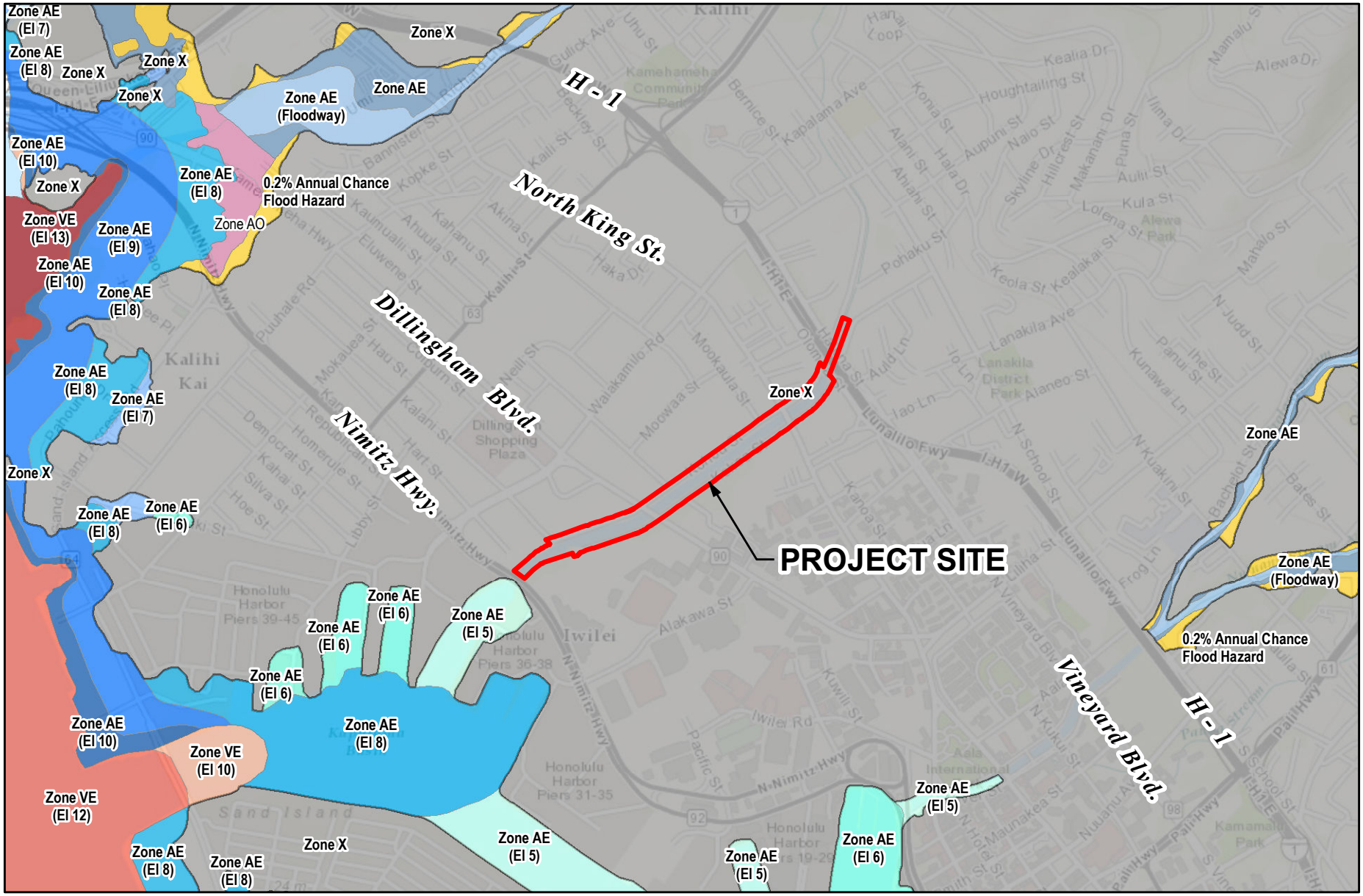
Source: State OP

FIGURE S-5

ZONING MAP

KAPALAMA CANAL CATALYTIC PROJECT



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WILSON OKAMOTO CORPORATION

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0 125 250 500 750 Meters

Source: State OP

FIGURE S-6

FIRM MAP

KAPALAMA CANAL CATALYTIC PROJECT

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1. GENERAL DESCRIPTION OF THE PROPOSED ACTION'S TECHNICAL, ECONOMIC, SOCIAL, AND ENVIRONMENTAL CHARACTERISTICS

1.1 Background

The Kapālama Canal Catalytic Project is the outcome of various community plans supported by the City and County of Honolulu Department of Planning and Permitting. These community plans include the Kalihi-Palāma Action Plan (2004) and the Kalihi Neighborhood Transit-Oriented Development Plan (2014), which envision a linear park along Kapālama Canal, a waterfront promenade, and Complete Streets improvements along Kōkea and Kohou Streets from Nimitz Highway to the H-1 Freeway. In addition to supporting the community's visions, the Catalytic Project will address green infrastructure and water quality improvements, erosion control, bank stabilization, channel bottom/invert alternation, and dredging. The intent of the project is to catalyze broader neighborhood improvements and new mixed use development in the area around the Kapālama rail transit station.

1.2 Chapter 343, HRS (Hawaiʻi EIS Law)

This Environmental Impact Statement Preparation Notice (EISPN) has been prepared to meet the requirements of Chapter 343 §5, HRS, as amended, and Hawaii Administrative Rules Title 11, State of Hawaii Department of Health, Chapter 200, Environmental Impact Statement Rules. This EISPN provides public notification of the Kapālama Canal Catalytic Project. This EISPN will be followed by the preparation of a Draft Environmental Impact Statement (DEIS) and a Final Environmental Impact Statement (FEIS).

The EIS documents will provide information describing the purpose and need for the project, a description of the proposed project, an analysis of the potential environmental consequences of the proposed project, and a discussion of alternatives. It will determine if there would be significant short-term, long-term, and/or cumulative impacts on the human, natural, or built environment. The EIS documents will also inform interested parties of the proposed project and seek relevant public comment on subject areas that should be addressed.

This EISPN presents a general description of the proposed Kapālama Canal Catalytic Project. The EIS will include a detailed description of the proposed action, as well as alternatives that were considered. The potential for direct, indirect, and cumulative effects on the natural and human environment will also be addressed; mitigation measures that avoid or minimize the potential adverse effects of the project will also be identified. The following resource categories have been tentatively identified for consideration in the EIS:

- Climate
- Geology
- Topography
- Soils
- Surface Waters
- Groundwater
- Coastal Waters
- Natural Hazards
- Flora
- Fauna
- Historic and Archaeological Resources
- Cultural Resources
- Air Quality
- Noise

- Visual Resources
- Socio Economic Characteristics
- Public Services and Facilities
- Infrastructure and Utilities
- Secondary and Cumulative Impacts

Public input will be sought during the EIS process and has already been initiated throughout the master planning process.

Site-specific environmental studies, conceptual engineering analyses and renderings to be performed for the proposed project will also be discussed in the DEIS, and appended, as appropriate.

1.3 Proposed Action

The proposed action encompasses a range of improvements that will realize a master planned vision for a linear park along Kapālama Canal, including a waterfront promenade and Complete Streets improvements along Kōkea and Kohou Streets from Nimitz Highway to the H-1 Freeway. Collectively, these improvements are underscored by green infrastructure, waterway and bank modifications, erosion control, and silt removal. These improvements are intended to improve the Canal's water quality, and will serve to catalyze broader neighborhood improvements and new mixed use development in the area around the Kapālama rail transit station.

These proposed improvements are depicted in Figure 1-1, and are listed and discussed in further detail below:

<u>Kapālama Canal Linear Park:</u>
Under the proposed master plan, a linear park will be constructed along the banks of Kapālama Canal. This linear park will be woven around a range of improvements along both the western and eastern banks of the Canal to become a focal point for activating the recreational use of the waterway. While the configuration and alignment of this linear park will be subject to further refinement as project planning and design progresses, current concept plans for the linear park identify the following key features:

- Fishing edges along the eastern and western bank of the Canal between Kalani Street and Dillingham Boulevard.

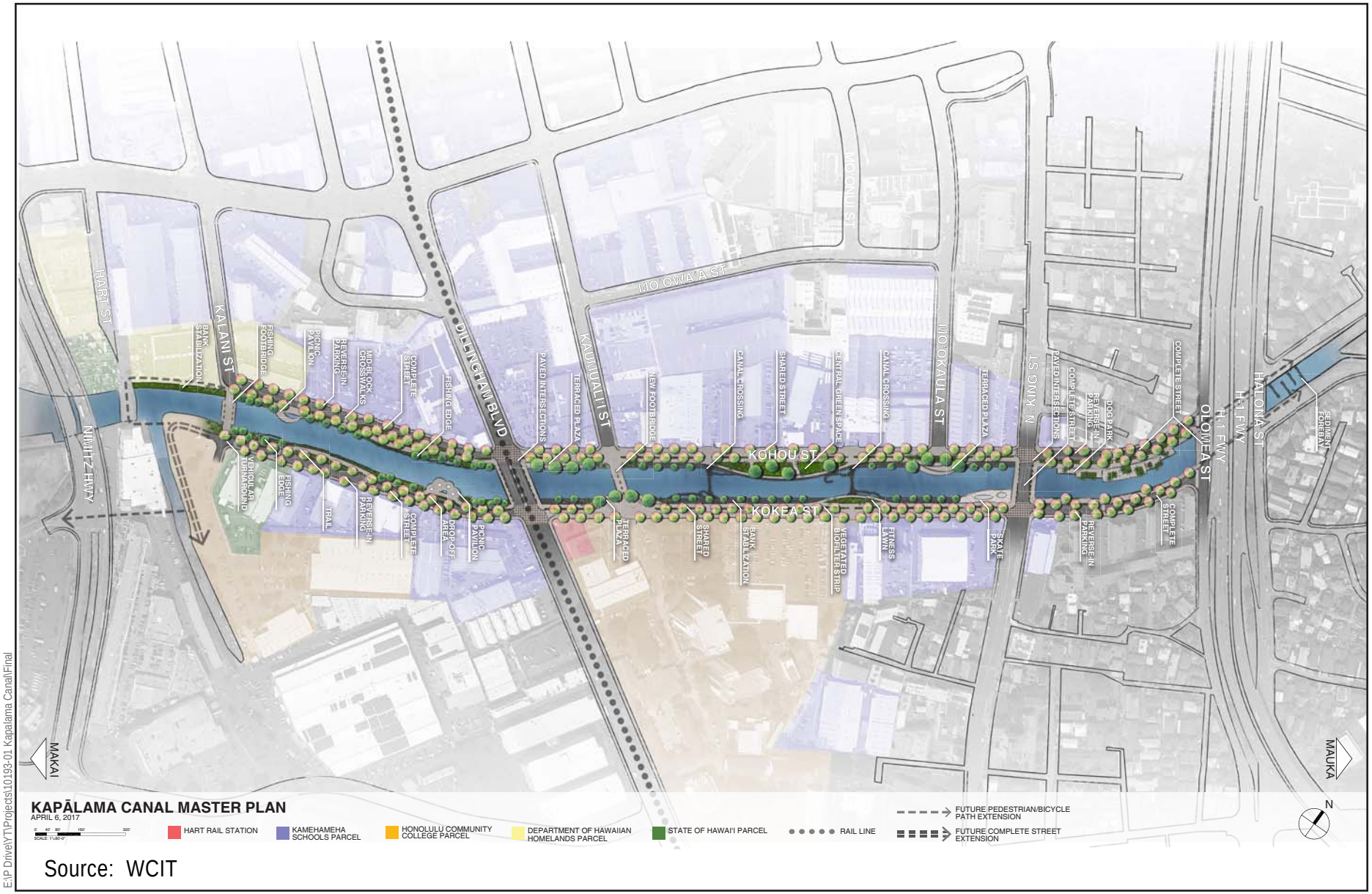
- Shaded picnic pavilions on the Canal's western and eastern bank, with a drop-off area by the eastern pavilion and on-street parking by the western pavilion.

- Terraced plazas mauka of Dillingham Boulevard on the Canal's western and eastern bank, with fitness stations in the area.

- Central green space on the western bank of the Canal between N. King Street and Dillingham Boulevard.

- Fitness lawn and skate park makai of N. King Street along the Canal's eastern bank

- Dog park mauka of N. King Street along the Canal's western bank.



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WILSON OKAMOTO CORPORATION

FIGURE 1-1

DRAFT MASTER PLAN

KAPAMALA CANAL CATALYTIC PROJECT
EIS/CIA/AIS PROJECT AREA

Waterfront features along the western and eastern banks will be connected through a series of pathways and pedestrian footbridges spanning the Canal at several key access points identified through the master planning process. Specifically, the installation of pedestrian footbridge crossings at Kalani Street and Kaumualiʻi Street and Canal crossings on either side of the central green space are under consideration. Modifications to existing crossings at N. King Street and Olomea Street intended to improve pedestrian access are also under consideration.

Waterfront Promenade / Complete Streets improvements to Kokea and Kohou Streets:
As mentioned in the description of the proposed Kapālama Canal Linear Park, above, a series of open space and access improvements along Kōkea and Kohou Streets and the banks of the Canal will form the waterfront promenade. Proposed open space improvements include a waterfront trail, tree-lined pedestrian and bike pathways, and activity areas nestled into these pathways as part of a linear park. Streetscape access improvements will include shared streets and Complete Streets improvements to ensure access for all modes of travel, as well as the proposed construction of pedestrian footbridge crossings over the Canal at Kalani street and Kaumualiʻi street.

Water Quality Improvements:
In order to improve water quality within the Canal, a series of landscaping, green-infrastructure, and waterway and bank modifications, erosion control, and dredging are proposed. These will ultimately contribute to improving water quality improvements within Honolulu Harbor, as well as serve as a demonstration for water quality improvements throughout the watershed.

Landscaping
Removal of invasive species such as mangroves is proposed to improve water quality. Native and Polynesian-introduced plants, including sedges, will be strategically placed along the Canal to provide bank stabilization, to soften the edges where the bank is stabilized with rip-rap, and to facilitate biofiltration. Native landscaping will also be planted throughout the linear park and waterfront promenade to facilitate bioretention (removal of sediments and contaminants). True kamani trees may be planted along the Canal to replace the true kamani trees being displaced by the HART rail project.

Green Infrastructure
Vegetated biofilter planter strips will be strategically placed along the Canal to filter stormwater run-off before it enters the Canal. Permeable pavement is also being considered along the tree-lined pedestrian and bike pathway to filter stormwater run-off. A sediment forebay will be installed in a portion of the Canal just above the H-1 Freeway to capture sediment from mauka areas of the project. Educational signage and targeted waste management are envisioned as key components of green-infrastructure that will keep the Canal clean and safe for all.

Waterway and Bank Modifications
In order to improve water quality while maintaining the flood capacity of the Canal, a series of modifications to the waterway will be implemented to optimize hydraulic velocities. Bank stabilization as a measure for erosion control will be achieved through vegetation along the Canal edges makai of Dillingham Boulevard, through rip-rap along

the Canal edges mauka of Dillingham Boulevard, and through walls at select areas where hydraulic velocities require harder edges. Dredging will restore and enhance the functionality of the Canal for flood control, while also improving the water quality and visual appearance of the water.

1.4 Project Location

Kapālama Canal is located in the ahupuaʻa of Kapālama. Over the last two centuries, Kapālama has undergone dramatic transformations, from a loʻi-covered floodplain to a working class neighborhood and industrial center.

The ahupuaʻa of Kapālama is sandwiched between Nuʻuanu to the east and Kalihi to the west. It is watered by two streams, Kapālama and Niuhelewai. The mauka area is known as Kapālama Heights. It encompasses the ʻili of Kalaepōhaku and Keanakamano Valley. The makai area, currently known as Kapālama Basin, is part of the Honolulu Harbor protected shoreline.

The State of Hawaiʻi and City and County of Honolulu share jurisdiction over Kapālama Canal - the State Department of Transportation Harbors Division administers the portion of the Canal between Nimitz Highway and the old Oahu Rail and Land Company bridge, the State of Hawaii over the portion between Kalani Street and Nimitz Highway, and City and County governs the majority of the Canal, from Kalani Street to Houghtailing Street. The portion of the Canal below H-1 Freeway is tidal and considered waters of the United States administered by the U.S. Army Corps of Engineers and the U.S. Coast Guard. In addition to the jurisdictional complexities of the waterway, jurisdictional complexities also exist within right of ways, bridges over the Canal, and ownership and maintenance of public lands. For example, the old Oahu Rail and Land Company bridge that spans over the Canal is privately owned; Dillingham Bridge and King Street Bridge are owned by the City and County of Honolulu, while Nimitz Highway, H-1 Freeway, Olomea Street Bridge, and Hālona Street Bridge are owned by the State and maintained by City & County. Questions of ownership and maintenance may arise with modifications to Canal banks, addition of parks/open space, and designing for Complete Streets and bike/pedestrian paths.

1.5 Existing Conditions

Kapālama Canal is a one-mile waterway in the ahupuaʻa of Kapālama that roughly follows the original course of the former Niuhelewai Stream from Honolulu Harbor to just mauka of Houghtailing Street. The Canal was built by the City and County of Honolulu with financial assistance from the Federal Public Works Administration program in 1938 as a flood control project. While the flood protection allowed for the industrial, commercial, and residential developments currently on the adjacent lands, the development resulted in the degradation of water quality and stream bank erosion.

Kapālama Canal runs in a northeast direction for one mile from Honolulu Harbor to Houghtailing Street within the Kapālama Canal watershed. The watershed extends mauka from Honolulu Harbor for approximately fives miles to the top of the Koʻolau Mountain Range, and encompasses an area of approximately one-half mile on either side of the Canal. The water of the Canal itself is murky and is known to be a popular dumping ground for old bicycles and shopping carts. From Honolulu Harbor to the Hālona Street just below the H-1

Freeway, water levels are affected by tidal movement, and the bottom of the Canal is a mixture of soft to stiff brown clayey silt, sand, and coral. From the H-1 Freeway to Houghtailing Street, the Canal is a concrete channel that is relatively dry on most days. Untreated surface waters from the surrounding properties and roads flow directly into the Canal via stormwater overflows that enter directly into the Canal. In 2015, the City and County installed a four-foot high fence to restrict access and to prevent dumping of debris into the waterway within their jurisdiction of the canal, from mid-block of the portion of the Canal between Dillingham and Nimitz up to Olomea Street.

Adjacent to the Canal, Kohou and Kōkea Streets are two-lane, two-way streets with continuous vehicular access from Kalani Street to Olomea Street. Concrete sidewalks provide continuous pedestrian access opposite the Canal along both streets, except in the right-of-way fronting Honolulu Community College (HCC) where there is a compacted dirt/gravel surface used for parking. On the Canal side of both Kohou and Kōkea Streets, however, a concrete sidewalk exists only within the section between Olomea Street and N. King Street. The remainder of the Canal edge is either overgrown with vegetation or surfaced by compacted dirt and is largely fenced off, offering little pedestrian accessibility along the water's edge. Crosswalks are provided at each bridge crossing but are deficient. No vehicular or pedestrian path connects the Canal to Nimitz Highway and the Harbor, nor is there connectivity to the Canal above the H-1 Freeway. Kohou and Kōkea Streets have metered street parking on both sides, makai of Dillingham Boulevard. For much of the length of the Canal, a grassy dirt area lies between the street curbs and the Canal banks. Above-ground telephone and electric lines run on utility poles along both sides of Kōkea Street.

Adjacent land is used primarily for industrial purposes along with a few neighborhood destinations including Kamehameha Shopping Center located at the corner of Kohou Street and Dillingham Boulevard and HCC at the corner of Kōkea Street and Dillingham Boulevard. Neighborhood destinations along Kohou also include Chinatown Market Place, City Square Center, and Kōkea Center along Kōkea Street. The former incinerator site that is yet to be remediated by the City and County of Honolulu is located in this section; an open drainage ditch runs along the mauka edge of the site and drains into the Canal. The Kamehameha Shopping Center and HCC, along with the location of the future rail station at Dillingham Boulevard serve as major areas of commerce within the region. Adjacent lands are owned by a number of public, private, and institutional entities. Kamehameha Schools (KS) owns 105 acres in the Kapālama area, and just about half of the land immediately adjacent to Kohou Street is owned by KS. The Department of Hawaiian Homelands (DHHL), Honolulu Community College (HCC), and the State of Hawaii are also significant landowners with property immediately adjacent to the Canal.

1.6 Purpose and Need

The proposed project improvements are intended to address needs underscored by concerns raised by the public in regards to regional conditions pertaining to economic development, public health and safety, and multi-modal connectivity. The purpose of the proposed improvements is to create recreational and gathering spaces, improve multi-modal access, and catalyze broader neighborhood improvements and new mixed use development in the area around the future Kapālama rail transit station. In general, the proposed scope of

work is centered on green infrastructure and water quality improvements that are intended to provide erosion control and bank stabilization.

1.7 Goals and Objectives of the Proposed Action

In general, the goals and objectives of the proposed Kapālama Canal Catalytic Project emphasize the enhancement of three core criteria:

- Community
- Infrastructure
- Environment

The proposed project improvements will serve to foster and develop a greater sense of community within the Kapālama Neighborhood by creating recreational and gathering spaces, update and enhance existing transportation infrastructure in the region, and seek to improve water quality in the Canal and the general environmental condition of the greater Kapālama area. Collectively, the positive contributions of the proposed improvements to these three core criteria within the Kapālama Area will serve to catalyze broader neighborhood improvements and new mixed-use, transit-oriented development.

2. DETERMINATION

This document serves as notice that DPP intends to prepare a Draft Environmental Impact Statement (EIS).

Although the proposed improvements will be implemented in phases that, individually, may not have significant environmental impacts, Section 11-200-8, HAR requires that phases of a "larger total undertaking" be treated as a single action. Due to the collective scale of the proposed action, compliance with HRS Chapter 343 warrants the preparation and processing of an EIS.

3. CONSULTATION

This section identifies agencies, citizen groups, and individuals to be consulted as part of the EIS process. This EISPN has been prepared as an initial step in developing the scope of the Draft EIS. The EISPN will be published by the State Office of Environmental Quality Control in The Environmental Notice. In addition, notice of the availability of the EISPN will be sent to those agencies believed to have jurisdiction or expertise as well as those citizen groups and individuals reasonably believed to be affected by the Proposed Action. These parties are identified below:

Federal Agencies

U.S. Army Corps of Engineers
U.S. Coast Guard
U.S. Department of Agriculture, Natural Resources Conservation Service
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service
U.S. National Parks Service
U.S. National Marine Fisheries Service
U.S. Department of the Navy
Federal Transit Administration
Federal Highways Administration
U.S. Department of Homeland Security
National Oceanic and Atmospheric Association
Federal Aviation Administration

State Agencies

Department of Agriculture
Department of Accounting and General Services
Department of Accounting and General Services
Archives Division
Department of Business, Economic Development and Tourism (DBEDT)
DBEDT, Research Division Library
DBEDT, Strategic Industries Division
DBEDT, Hawaiʻi State Energy Office
DBEDT, Land Use Commission
DBEDT, Office of Planning
Department of Defense
Department of Education
Department of Hawaiian Homelands
Department of Defense
Department of Education
Department of Health
Department of Health, Environmental Management Branch
Department of Health, Environmental Planning Office
Department of Health, Clean Water Branch
Department of Health, Honolulu District Office
Department of Health, Office of Environmental Quality Control
Department of Land and Natural Resources (DLNR)
DLNR, Historic Preservation Division

DLNR, Na Ala Hele, Trails & Access Program
DLNR, Land Division, Oahu District Land Agent
DLNR, Division of Forestry and Wildlife
DLNR, Engineering Division
DLNR, Commission on Water Resource Management
Department of Transportation, Highways Division
Department of Transportation, Airports Division
Department of Transportation, Harbors Division
Office of Hawaiian Affairs
University of Hawaiʻi Honolulu Community College
University of Hawaiʻi Environmental Center
University of Hawaiʻi Sea Grant

Representative Daniel Holt
Representative John Mizuno
Senator Donna Mercado Kim
Senator Karl Rhoads

City and County of Honolulu Agencies

Board of Water Supply
Department of Community Services
Department of Design and Construction
Department of Environmental Services
Department of Facility Maintenance
Department of Parks and Recreation
Department of Planning and Permitting
Department of Transportation Services
Honolulu Fire Department
Honolulu Police Department

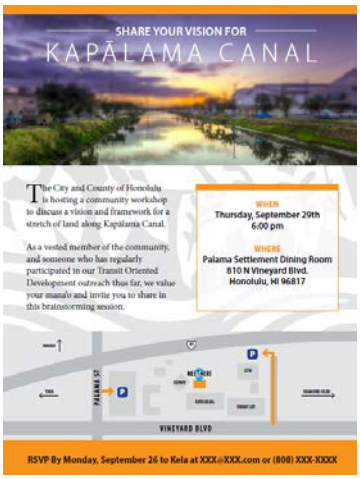
Councilmember Joey Manahan – District 7
Kalihi-Palama Neighborhood Board No. 15

Other

Kamehameha Schools
Kalihi-Palama Hawaiian Civic Club
Hawaiian Electric Company (HECO)
Verizon Hawaiʻi
Hawaiʻi Gas
Hawaiian Telcom
Oceanic Time Warner Cable

Comment on key issues, potential environmental impacts, existing information, methodologies, additional persons and organizations to be contacted due to possible interest in the Proposed Action, are welcome.

3.1 Public Outreach and Consultation



As a key component of the master planning process for the subject project, the DPP has hosted several community workshops to engage stakeholders and solicit input on the proposed vision and direction of the project.

Community Workshop #1: The first community workshop was held at the Palama Settlement on the evening of September 29, 2016. A comprehensive effort was made to attract as many neighborhood stakeholders and community members as possible to the workshop. Pālama Settlement was selected as the location for the workshop for its accessibility to the community, and the workshop was held on a Thursday evening to best accommodate work and family schedules. Outreach included mailing nearly 1,400 postcard invitations to property owners and residents in the area, sending notices to 270 people on the City's email list for the Kalihi-Pālama neighborhood, walking the district to hand out flyers to area businesses, and presenting the Kapālama Canal Catalytic Project to the Kalihi-Pālama Neighborhood Board #13 in August 2016. The event was posted on the City and DPP web calendars, on the Transit-Oriented Development Facebook page and DPP's Twitter, and Facebook ads promoting the event targeted Kalihi residents. A press release, news stories, and TV morning show appearances were also part of the effort to advertise this event. A website was also developed with a survey to give those unable to attend the workshop an opportunity to share their ideas and feedback. The website is found at www.connecthonolulu.com.

Community Workshop #2: The second community workshop was held on the evening of February 8, 2017, at Farrington High School. With the first community workshop held at Pālama Settlement, it was decided that a location change to Farrington High School would be preferred to attract a wider audience. The larger venue provided ample space for smaller discussions and more visuals. To promote the workshop, the City and County of Honolulu attended the Kalihi-Pālama Neighborhood Board #15 meeting and posted ads on the Transit-Oriented Development's Facebook page and the Department of Planning and Permitting's Twitter and web calendar. Notices were sent to 415 people on the City's email list for the Kalihi-Pālama neighborhood, and 1,400 postcards were mailed to property owners and residents in the area. A press release, news stories, and TV morning show appearances were also part of the effort to advertise this event. The City's www.connecthonolulu.com website was also utilized to host a survey for those unable to attend the workshop, or those who attended, but wanted additional opportunities to provide feedback.

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Kapālama Canal Catalytic Project

Environmental Impact Statement Preparation Notice

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