DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

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

IN REPLY REFER TO:
HWY-DD 2.5034

February 26, 2021

TO: MARY ALICE EVANS
DIRECTOR
OFFICE OF PLANNING

ATTN: SHICHAO LI
PLANNER
COASTAL ZONE MANAGEMENT

FROM: JADE T. BUTAY
DIRECTOR OF TRANSPORTATION

SUBJECT: SPECIAL MANAGEMENT AREA USE PERMIT (MAJOR)
ALA MOANA BOULEVARD ELEVATED PEDESTRIAN WALKWAY,
KAKAAKO, OAHU, FEDERAL AID PROJECT NO. BLD-092-1(029).
TAX MAP KEY(S): [1] 2-3-001:129, 130; 2-1-058: 132, 133; AND ALA
MOANA BOULEVARD RIGHT-OF-WAY

Submitted for your review, processing, and approval is the enclosed Special Management Area Major Permit application with supporting documents for the Ala Moana Boulevard Elevated Pedestrian Walkway project.

If you have any questions regarding the project or this application, please contact Li Nah Okita, Hawaii Department of Transportation (HDOT) Project Manager at (808) 692-7581 or Michelle Kwan, HDOT Project Engineer at (808) 692-8441, Design Section, Design Branch, Highways Division or via email at li.nah.okita@hawaii.gov or michelle.s.kwan@hawaii.gov and reference the letter number HWY-DD 2.5034 as shown above.

Enclosures

c: WSP USA

Revised 2015

File No._____

State of Hawaii Office of Planning (OP)
COASTAL ZONE MANAGEMENT PROGRAM
P. O. Box 2359
Honolulu, Hawaii 96804-2359
(808) 587-2846 FAX (808) 587-2824

Kaka'ako and Kalaeloa Community Development Districts Special Management Area (SMA) Use Application

Hawaii CZM Program
Coastal Zone Management

Additional information, drawings/plans and fees are listed on a separate sheet titled "Instructions for Filing". Please refer to these instructions. All required materials described in the "Instructions for Filing" and required fees must accompany this form; incomplete applications will delay processing.

APPLICANT INFORMATION

Name / Contact: Jade T. Butay

Mailing Address: State of Hawaii Department of Transportation
869 Punchbowl Street, Honolulu, HI 96813

Phone No. 587-2150 Fax No. _____

Email Address: Jade.Butay@hawaii.gov

AGENT INFORMATION

Name / Contact: Michelle Kwan (HDOT PE) or Rachel Adams (Consultant)

Mailing Address: HDOT: 601 Kamokila Boulevard, Room 609, Kapolei, 96707
Consultant: 1001 Bishop St., ASB Tower Suite 2400, Honolulu, 96813

Phone No. Michelle:692-8441 or Rachel:566-2257 Fax. No. _____

Email address: michelle.s.kwan@hawaii.gov or Rachel.Adams@wsp.com

TYPE OF REQUEST

- [x] SMA – Major
- [ ] SMA – Minor
- [ ] Shoreline Setback Variance

Other : _____

PARCEL INFORMATION

Tax Map Key: (1) 2-3-001:128, :129, and :030
(1) 2-1-058:132, and 2-1-058:133
Ala Moana Boulevard Right-of-Way

Abuts the Shoreline: [ ] Y [x] N
Shoreline Certification: [ ] Y [x] N

PROJECT INFORMATION:

Recorded Fee Owner: Victoria Ward Limited (mauka landing location); Hawaii Community Development Authority (makai landing location); and Hawaii Department of Transportation's Ala Moana Boulevard Right of Way.

Location: Ala Moana Boulevard between Kamakee Street and Ward Avenue

Proposed Activity: HDOT proposes to construct an elevated pedestrian walkway over Ala Moana Boulevard.

Estimated Valuation or Fair Market Value of Project: $30 Million

NOTE TO APPLICANT

1. A current shoreline certification may be required if the tax map key parcel abuts the shoreline.
2. HCDA Development Permit or Approval (as applicable) is required prior to acceptance of application.
3. Landlord authorization is required prior to acceptance of application.
4. Environmental (Chapter 343, HRS) compliance is required prior to acceptance of application
5. For approval of building permits, submit the building permit application form and one set of required plans or drawings.

I hereby acknowledge that I have read this application and attached information for the above-referenced project site and state that the information is correct. I hereby agree to comply with all City and County of Honolulu ordinances and state laws regulating development and building construction and authorize OP to inspect the property or construction upon notification of the undersigned for compliance with the SMA Use Approval.

Signature (Applicant or authorized agent): _____ Date: Feb 26, 2021

Print name: Jade T. Butay

ALA MOANA BOULEVARD ELEVATED PEDESTRIAN WALKWAY, KAKAAKO, OAHU, HAWAII

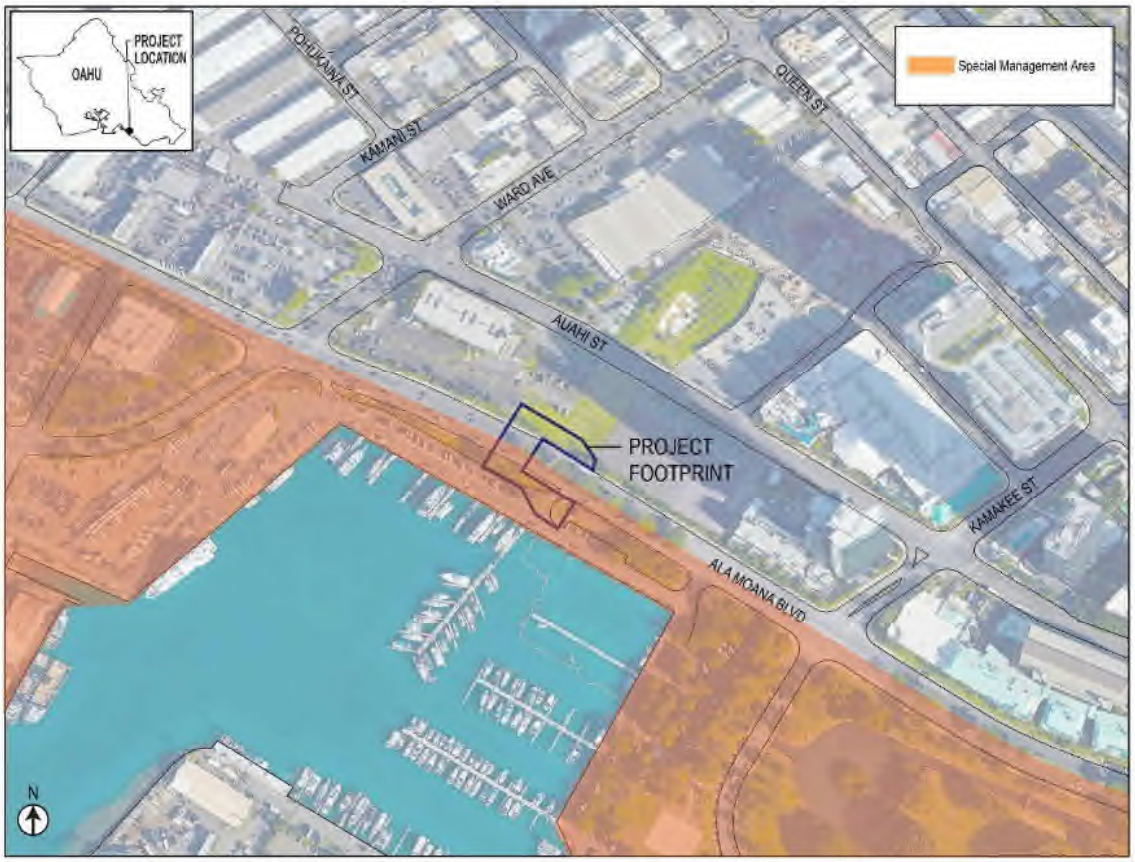
APPLICATION FOR SPECIAL MANAGEMENT AREA USE IN HAWAII COMMUNITY DEVELOPMENT DISTRICTS

I. PROJECT OVERVIEW

The State of Hawaii Department of Transportation, Highways Division (HDOT) in partnership with Victoria Ward, Limited (VWL) have been awarded a Better Utilizing Investments to Leverage Development or BUILD Transportation Discretionary Grant from the U.S. Department of Transportation to build an elevated pedestrian and bicycle walkway over Ala Moana Boulevard between the intersections of Ward Avenue and Kamakee Street in Kakaako. This safety project envisions a 'land bridge' that connects mauka and makai land uses by allowing users to walk or bike over the high traffic volumes on Ala Moana Boulevard. Furthermore, the project fulfills transportation and community objectives for Kakaako set forth by the Hawaii Community Development Authority.

As shown in Figure 1, the southern half of Ala Moana Boulevard and the proposed project is within the Special Management Area (SMA).

Figure 1: Project Location and Special Management Area



II. FILING REQUIREMENTS

1. **A Completed Special Management Area (SMA) Use Application Form**
   A SMA application form is included with this submittal.

2. **Hawaii Community Development Authority (HCDA) Development Permit or Approval (as applicable)**
   The project does not meet the definition of a "development" as defined by both the 2005 Mauka Area Rules (vested rules for the Victoria Ward Limited- owned Mauka R.O.W.) and 2005 Makai Area Rules (current rules for the Kewalo Harbor R.O.W.). Therefore an HCDA development permit does not apply.

   On February 5, 2020, the HCDA authorized its Executive Director to enter into a Memorandum of Agreement with the Hawaii Department of Transportation, Highways Division (HDOT) and Victoria Ward Limited (VWL) to implement the proposed Ala Moana Boulevard Elevated Pedestrian Walkway Project. These meeting minutes were approved as presented in the following March 4, 2020 meeting. See **Attachment A** for the Board Meeting Minutes.

3. **Landowner Authorization**
   Attachment B contains authorizations from VWL and HCDA.

4. **Compliance with Hawaii Revised Statutes (HRS) Chapter 343 prior to acceptance of application for SMA Use**
   On December 31, 2020, HDOT issued a Finding of No Significant Impact (FONSI) for the Final Environmental Assessment (FEA). The FEA/FONSI was published on January 8, 2021 in the Office of Environmental Quality Control's (OEQC's) Environmental Notice. The Final EA/FONSI may be accessed at OEQC's website: http://oeqc2.doh.hawaii.gov/Doc_Library/2021-01-08-OA-FEA-Ala-Moana-Blvd-Elevated-Pedestrian-Walkway.pdf

   The published notice is in **Attachment C**.

5. **Written Description of the Proposed Development**
   Attachment D provides the requested information.

6. **Written Description of the Affected Environment**
   Attachment D provides the requested information.

7. **Shoreline Certification if the parcel abuts the shoreline, provided that the Office of Planning may waive a shoreline certification pursuant to HAR § 15-150-9(6)**
   HDOT requests that the Office of Planning waive the shoreline certification requirement pursuant to HAR § 15-150-9(6) since the applicable project easement (easement P-2) is within tax map key (1) 2-1-058:132 - Kewalo Basin Harbor.

The Harbor is a fixed artificial structure in which its most recent improvements were documented and approved in the March 21, 2011 Kewalo Basin Repairs Final Environmental Impact Statement.

8. <u>Plot Plan of the Proposed Project, Drawn to Scale</u>

Attachment E provides preliminary project plans.

9. <u>Other Relevant Information</u>

A Draft Archaeological Inventory Survey Report (AISR) was prepared by Cultural Surveys Hawaii (CSH) (Farley et al., 2020) in accordance with HAR Chapter 13-275 and in compliance with the *Rules Governing Standards for Archaeological Inventory Surveys and Reports* (HAR Chapter 13-276). HDOT submitted the AISR for SHPD review on October 30, 2020. **Attachment F** contains correspondence requesting SHPD's concurrence on "effect, with proposed mitigation commitments".

10. <u>Fee</u>

Filing fee is waived for public agencies.

III. LIST OF ATTACHMENTS

ATTACHMENT A	Hawaii Community Development Authority (HCDA) Business Meeting Minutes, February 5, 2020
ATTACHMENT B	HCDA and Victoria Ward Limited (VWL) Landowner Authorization
ATTACHMENT C	The Environmental Notice, January 8, 2021
ATTACHMENT D	Written Description of the Proposed Development and Affected Environment
ATTACHMENT E	Relevant Sheets from Preliminary Engineering Progress Plans.
ATTACHMENT F	Additional Information

ATTACHMENT A

HAWAII COMMUNITY DEVELOPMENT AUTHORITY (HCDA)
BUSINESS MEETING MINUTES, FEBRUARY 5, 2020

STATE OF HAWAII
HAWAII COMMUNITY DEVELOPMENT AUTHORITY
KAKAAKO BUSINESS MEETING

Wednesday, February 05, 2020

MINUTES

I. CALL TO ORDER/ROLL CALL

A regular business meeting of the Kakaako Members, Hawaii Community Development Authority ("Authority" or "Board"), a body corporate and a public instrumentality of the State of Hawaii, was called to order by John Whalen, Chair of the Authority at 12:28 PM, January 08, 2020 at Authority's principal offices at 547 Queen Street in Honolulu, Hawaii, 96813.

Members Present:	Kevin Sakoda Jason Okuhama Chason Ishii Wei Fang Phillip Hasha John Whalen, Chair
Members Absent:	David Rodriguez, DOT Robert Yu, B&F Kathy Sokugawa, DPP
HCDA Staff Present:	Garett Kamemoto, Interim Executive Director Lindsey Doi, Asset Manager Francine Murray, Program Specialist Garet Sasaki, Administrative Services Officer Tommilyn Soares, Secretary to the Executive Director
Legal Counsel:	Max Levins, Deputy Attorney General

II. ACTION ITEMS

** Chair Whalen reordered the agenda to the following:

- Ala Moana Boulevard Elevated Pedestrian Walkway Project;
- Public Safety Lease No. 9-03
- Report of the Executive Director; and
- Approval of Minutes.

Shall the Authority Authorize the Executive Director to Negotiate and Execute a Memorandum of Agreement with the State of Hawaii Department of Transportation and the Howard Hughes Corporation, to Implement a United States Department of Transportation BUILD Grant for the Ala Moana Boulevard Elevated Pedestrian Walkway Project?

Mr. Kamemoto referred to the report provided in the board packet and stated, HCDA's participation in this project is the landowner of the makai landing site. Howard Hughes and the Department of Transportation are in partnership to build the elevated pedestrian walkway project and will provide an informational presentation.

Chair Whalen called representatives from Howard Hughes and the Department of Transportation to make its presentation.

Mr. Todd Apo, Howard Hughes Corporation (HH) explained the Department of Transportation (DOT) received a "Better Utilizing Investments to Leverage Development" (BUILD) grant for an elevated pedestrian walkway over Ala Moana Boulevard. Mr. Apo added HH and DOT are in partnership to build the pedestrian walkway that will connect from the mauka side of Ala Moana Boulevard to the landscaped berm on the Kewalo Basin Harbor side of Ala Moana Boulevard. He further added the Department of Transportation (DOT) will secure procurement, be the expending agency of the grant, manage the project, collaborate with project design and approval, and own the final project. Howard Hughes will initiate project planning, design and permitting activities, collaborate with project design and approval and provide general maintenance of the project.

This project will provide a critical mauka-makai connection over a six-lane boulevard to provide a safe pedestrian experience. At this time, no funding is being requested of the HCDA. The DOT will own the walkway and be responsible of the structure while HH has agreed to provide land space on the mauka side of Ala Moana Boulevard for the landing point of the structure – and has agreed to be responsible for the general maintenance and landscaping.

Mr. Ed Sniffen of DOT explained they received notification in November 2019 that DOT was awarded $20 million to implement this project, and both HH and DOT will be seeking to expeditiously proceed. All grant proceeds must be encumbered by June 2021 and requires completion of all necessary plans, design studies and securing all necessary permits.

Member Fang asked how would HCDA ensure there is a public transparency and public comment with its planning process? She also asked if and when will HCDA have interaction with this project?

Mr. Sniffen responded, DOT is required to follow the Federal process and requires public notification and a public comment period. Information will be disseminated by its Consultant to the HCDA board, public as well as the legislators.

Member Fang asked if HCDA will have another interaction regarding this project?

Mr. Apo explained that the HCDA will be informed after the design and planning stages have been discussed with the consultant. HCDA will also be included in the Environmental Assessment process.

Member Ishii asked what the total cost of the project is.

Mr. Sniffen explained the overall total cost of the project is $30 million, which includes in-kind consultant fees by Howard Hughes, DOT will provide approximately $4 million and the BUILD grant should cover the rest.

There were no further questions, comments and no public testimony.

MOTION:
Member Ishii motioned for the board to authorize the Interim Executive Director to Negotiate and Execute a Memorandum of Agreement with the State of Hawaii Department of Transportation and the Howard Hughes Corporation to Implement a US Department of Transportation BUILD Grant for the Ala Moana Boulevard Elevated Pedestrian Walkway Project.

Member Hasha seconded.

Mr. Kamemoto conducted the roll call vote.

Motion passed with 6 in favor.

Shall the Authority Authorize the Executive Director to Amend Lease NO. 9-03 for 240 Keawe Street with the State of Hawaii Department of Public Safety (PSD), to Extend the Existing Term of the Lease for UP to Five Additional Years and Include a Provision for Payment of Rent by PSD?

Ms. Lindsey Doi provided the report in the board packet and highlighted the current lease with the Department of Public Safety (DPS) for its facility at 240 Keawe Street will expire in May 2020. DPS has submitted a request to amend its lease to remain at the facility until a new facility can be secured. DPS' extension request is for an additional three-year term, plus an additional two-year extension option if DPS is unable to relocate to its permanent facility by May 2023. Ms. Doi noted the requested amendment would also include DPS paying HCDA $80,000 in annual rent. Ms. Doi noted this is in line with market rent that could be generated if HCDA converted the lot to surface parking.

DPS Deputy Director for Law Enforcement, Renee Sonobe-Hong, reiterated the facility at 240 Keawe Street is temporary and noted DPS continues to engage in discussions with the Department of Accounting and General Services (DAGS) to relocate the facility to a permanent site. She noted discussions were unsuccessful for the past two years; however, DPS recently discussed relocating both its office facility and receiving desk to a location under DAGS jurisdiction. DPS notes such a relocation requires legislative appropriations and construction time; therefore, the requested two-year extension option would only be

exercised if the facility was not ready for DPS occupation by May 31, 2023. DPS also requested an early termination clause be added to enable DPS to terminate the lease when it secures an alternate facility.

Member Sakoda asked if the terms of the lease are breakable and if the new lease includes an increase for rent.

Ms. Doi explained the lease includes a termination clause with a 60-day notice provision and does not include increase for rent. The lease rent to HCDA is set at $80,000 per year.

There were no further questions, comments and no public testimony.

MOTION:
Member Fang motioned for the board to Authorize the Executive Director to Amend HCDA Lease No. 9-03 with the State of Hawaii Department of Public Safety, to Extend the Lease Term at 240 Keawe Street, Up to Five Additional Years and Include a Provision for Rent.

Member Hasha seconded.

Ms. Doi conducted the roll call vote.

Motion passed with 6 yes votes.

IV. REPORT OF EXECUTIVE DIRECTOR

Mr. Kamemoto deferred to the report provided in the packet.

There were no questions or comments and no public testimony.

V. APPROVAL OF MINUTES

Meeting minutes for the December 4, 2019 and January 8, 2020 meetings were approved as presented.

There were no other comments, questions.

VI. ADJOURNMENT

Chair Whalen adjourned the regular meeting at 12:49 pm.

Approved and Submitted by,

_____ _____

John Whalen, Chairperson Date Approved by HCDA Board

STATE OF HAWAII
HAWAII COMMUNITY DEVELOPMENT AUTHORITY
KAKAAKO BUSINESS MEETING

Wednesday, March 4, 2020

MINUTES

I. CALL TO ORDER/ROLL CALL

A regular business meeting of the Kakaako Members, Hawaii Community Development Authority ("Authority" or "Board"), a body corporate and a public instrumentality of the State of Hawaii, was called to order by John Whalen, Chair of the Authority at 10:00 AM, March 04, 2020 at Authority's principal offices at 547 Queen Street in Honolulu, Hawaii, 96813.

Chair Whalen conducted board attendance, as follows:

Members Present: Kevin Sakoda
Robert Yu, B&F Ex-Officio
Chason Ishii
David Rodriguez, DOT Ex-Officio
Phillip Hasha
Wei Fang
John Whalen, Chair

Members Absent: Jason Okuhama
Kathy Sokugawa, DPP

HCDA Staff Present: Garett Kamemoto, Interim Executive Director
Lindsey Doi, Asset Manager
Francine Murray, Program Specialist
Garet Sasaki, Administrative Services Officer
Tommilyn Soares, Secretary to the Executive Director

Legal Counsel: Lori Sunakoda, Deputy Attorney General
Kelly Suzuka, Deputy Attorney General
Corinne Carson, Tort Litigation Deputy Attorney General

DRAFT

I. APPROVAL OF MINUTES

Regular Meeting of February 5, 2020

Meeting minutes for the February 5, 2020 meeting were approved as presented.

II. INFORMATION & DISCUSSION

Litigation Report Relating to Carolyn Ward Aki v. Hawaii Community Development Authority, et al., Civil No. 17-1-001861

> *The Authority anticipates convening an executive meeting pursuant to HRS § 92-5 (a)(4), to consult with the Board's attorneys on questions and issues pertaining to the Board's powers duties, privileges, immunities and liabilities relating to the above item.*

Chair Whalen stated that the board will convene in an executive meeting pursuant to Section 92-5 relating to the above item.

Chair Whalen noted there were no questions, comments or public testimony.

Chair Whalen called for a motion to convene an executive meeting.

Member Yu motioned. Member Hasha seconded.

Chair Whalen conducted a voice vote. All members unanimously approved entering an executive meeting.

Chair Whalen asked that Deputy Attorney General's Corinne Carson, Lori Sunakoda, Kelly Suzuka and HCDA Staff Garett Kamemoto, Lindsey Doi Leaverton and Tommilyn Soares be included in the executive meeting.
****
Pursuant to Section 92-5(4), Hawaii Revised Statutes, the Authority convened in Executive Session at 10:04 a.m.
****
Board members met in an executive meeting from 10:04 a.m.- 10:27 a.m.

Chair Whalen reconvened the meeting at 10:27 a.m.

There were no comments or questions.

DRAFT

III. ACTION ITEM

Request for Settlement Authority Relating to Carolyn Ward Aki v. Hawaii Community Development Authority, et al., Civil No. 17-1-001861

Chair Whalen noted, there were no questions and no public testimony.

MOTION:
Member Ishii motioned for the board to approve Deputy Attorney General Carson's request for settlement authority relating to Carolyn Ward Aki v. Hawaii Community Development Authority, et. al., Civil No. 17-1-001861.

Member Hasha seconded the motion.

Interim Executive Director Kamemoto conducted the roll call vote. Motion passed with 7 votes and 1 excused.

IV. REPORT OF EXECUTIVE DIRECTOR

Mr. Kamemoto referred to the report provided in the board packet and highlighted the damage done to the Kauhale-Kakaako parking garage elevator. HCDA's Security vendor is currently investigating the incident.

Member Hasha asked if the security camera caught the incident and if HCDA's security vendor was present.

Ms. Doi explained the current placement of the camera did not catch the incident and HCDA's staff is inquiring on the security presence at the time of the incident.

Deputy Attorney General Sunakoda noted that the security contract should include damage/liabilities provision that may need to be reviewed.

Mr. Kamemoto explained that staff brought the information to the board and may need to request board approval if the repair expenses exceed the $25,000.00 threshold. HCDA's priority is to repair the elevators and will review the security contract.

There were no questions or comments and no public testimony.

VI. ADJOURNMENT

Chair Whalen adjourned the regular meeting at 10:34 am.

Approved and Submitted by,

_____ _____

John Whalen, Chairperson Date Approved by HCDA Board

DRAFT

ATTACHMENT B

HCDA AND VICTORIA WARD LIMITED (VWL) LANDOWNER AUTHORIZATION

WARD VILLAGE

HONOLULU, HI

Fee Owner's Letter of Authorization

Tax Map Keys: (1) 2-3-001:128, :129, and :030
Honolulu
Island of Oahu, City and County of Honolulu, State of Hawaii

The undersigned is the fee owner of the real property above-identified and shown in the attached right-of-way map (Exhibit A). The fee owner hereby authorizes the State of Hawaii, Department of Transportation, Highways Division to communicate with, apply for, execute and process a Special Management Use Permit Application with the State of Hawaii, Office of Planning, and to participate in the proceedings related to said real property.

A photostatic or facsimile copy of this executed shall also be considered as effective and valid as the original.

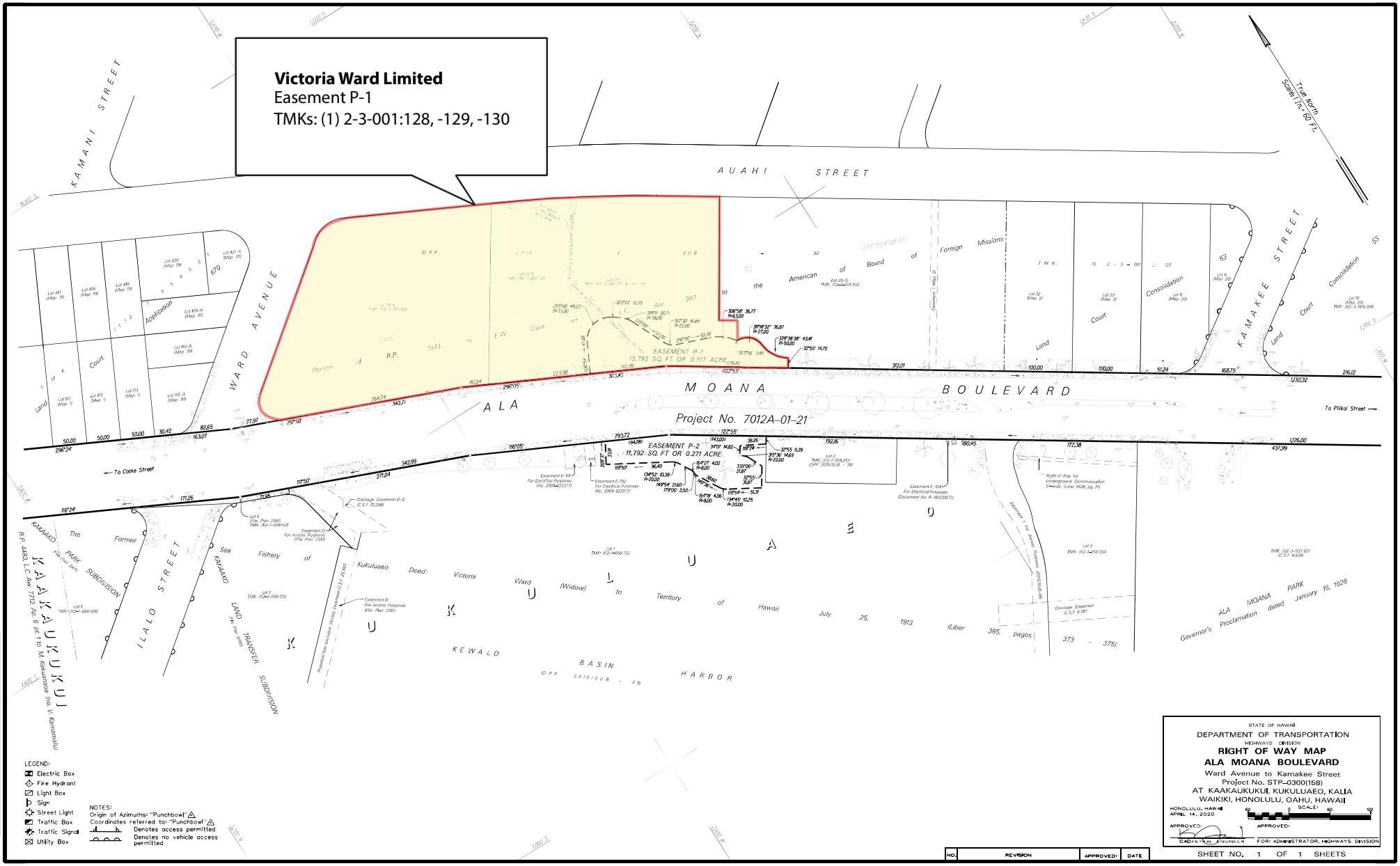
Victoria Ward Limited,
a limited liability company

Signature: _____
Race Randle, Vice President

1240 Ala Moana Boulevard, Suite 200
Honolulu, Hawaii 96814
Telephone: (808) 591-9411
Email: Race.Randle@howardhughes.com

EXHIBIT A

Victoria Ward Limited
Easement P-1
TMKs: (1) 2-3-001:128, -129, -130



LEGEND:
- Electric Box
- Fire Hydrant
- Light Box
- Sign
- Street Light
- Traffic Box
- Traffic Signal
- Utility Box

NOTES:
Origin of Azimuths: "Punchbowl"
Coordinates referred to: "Punchbowl"
Denotes access permitted
Denotes no vehicle access permitted

PROJ. ENGINEER	LOC	DATA FILER	
FIELD CHIEF	BN	FIELD BOOKS	500 and 506A
DRAFTSMAN	CLC	CALC. BY	
PLOTTER	CLC/BL	PLOT DATE	
DRAFTSMAN	SK	W.O. NO.	
CKD BY		DATE FILER	
		SPEC FILER	

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
RIGHT OF WAY MAP
ALA MOANA BOULEVARD
Ward Avenue to Kamakee Street
Project No. STP-0300(158)
AT KAAKAUKUKUI, KUKULUAEO, KALIA
WAIKIKI, HONOLULU, OAHU, HAWAII

HONOLULU, HAWAII
APRIL 14, 2020

SCALE: 60 0 60 120

APPROVED: CADASTRAL ENGINEER

APPROVED: FOR: ADMINISTRATOR, HIGHWAYS DIVISION

NO.	REVISION	APPROVED	DATE

SHEET NO. 1 OF 1 SHEETS

22" x 36" - 5.5 SQ. FT.

P.H. 862

HW_DC17\var-2\Mcah\Right of Way\Oahu\Ala moana Blvd\Ward to Kamakee SA\CAD\Ala Moana Blvd from Ward to Kamakee - MOVED

HAWAII COMMUNITY DEVELOPMENT AUTHORITY

DAVID Y. IGE
GOVERNOR

JOHN WHALEN
CHAIR

DEEPAK NEUPANE, P.E., AIA
EXECUTIVE DIRECTOR

547 Queen Street, Honolulu, Hawaii 96817
Web site: http://dbedt.hawaii.gov/hcda/

Telephone: (808) 594-0300
Fax: (808) 587-0299

February 4, 2021

Fee Owner's Letter of Authorization

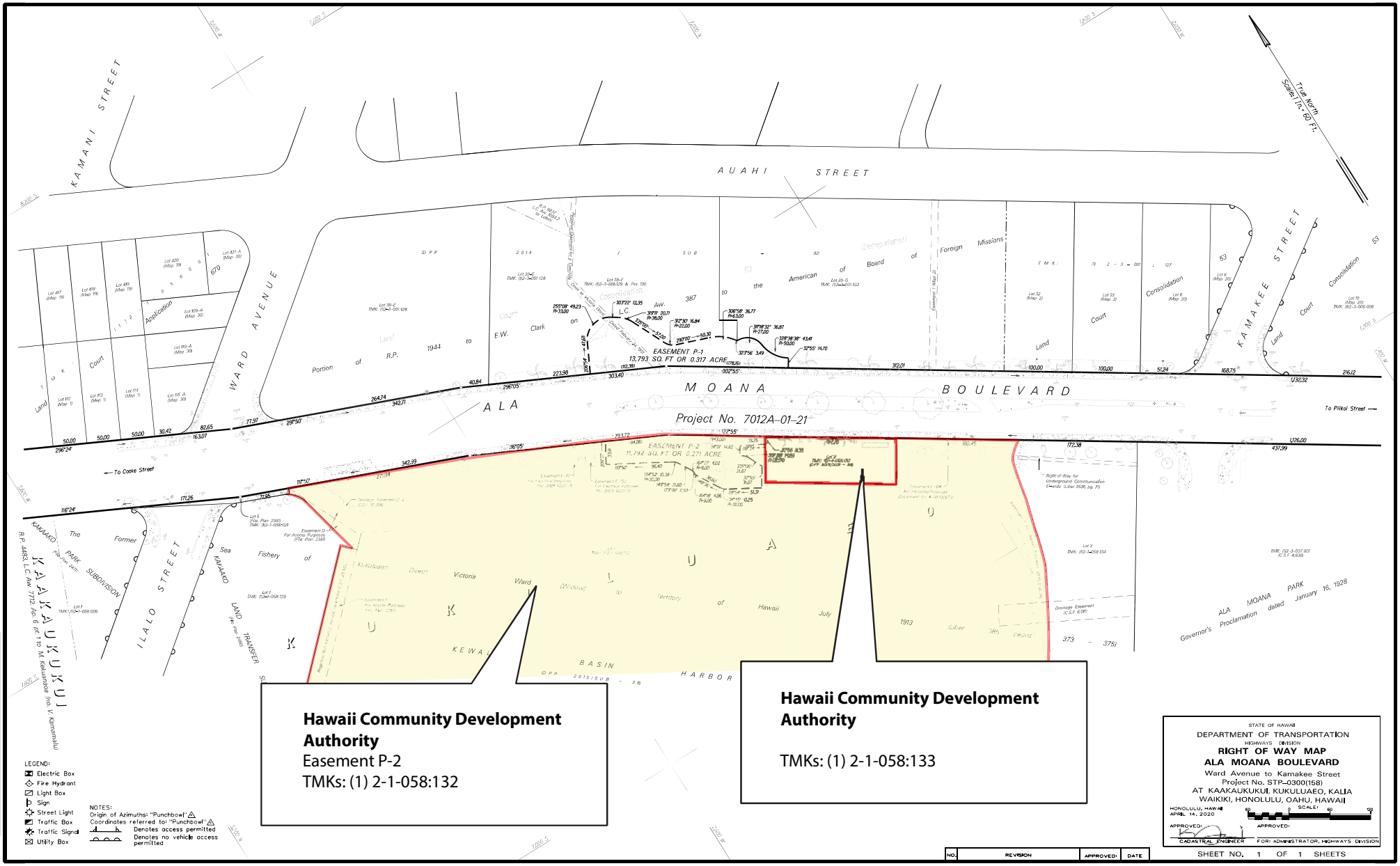
Tax Map Key Nos: (1) 2-1-058:132 and 2-1-058:133
Island of Oahu, City and County of Honolulu, State of Hawaii

The undersigned is the fee owner of the real property identified above and shown in the attached right-of-way map (Exhibit A). The fee owner hereby authorizes the State of Hawaii, Department of Transportation, Highways Division to communicate with, apply for, execute and process a Special Management Use Permit Application with the State of Hawaii, Office of Planning, and to participate in the proceedings related to said real property.

A photostatic or facsimile copy of this executed letter shall also be considered as effective and valid as the original.

Sincerely,

Deepak Neupane, P.E., AIA
Executive Director


KAMANI STREET
AUAHI STREET
WARD AVENUE
KAMAKEE STREET
ALA MOANA BOULEVARD
Project No. 7012A-01-21
To Pikai Street
To Cooke Street
ILALO STREET
KAAKAUKUKUI
KAAKAUKUKUI
KUKULUAEO
KEWALO BASIN
HARBOR
EASEMENT P-1
13,793 SQ. FT. OR 0.317 ACRE
EASEMENT P-2
11,192 SQ. FT. OR 0.271 ACRE
Hawaii Community Development Authority
Easement P-2
TMKs: (1) 2-1-058:132
Hawaii Community Development Authority
TMKs: (1) 2-1-058:133
LEGEND:
Electric Box
Fire Hydrant
Light Box
Sign
Street Light
Traffic Box
Traffic Signal
Utility Box
NOTES:
Origin of Azimuths: "Punchbowl"
Coordinates referred to: "Punchbowl"
Denotes access permitted
Denotes no vehicle access permitted
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
RIGHT OF WAY MAP
ALA MOANA BOULEVARD
Ward Avenue to Kamakee Street
Project No. STP-0300(158)
AT KAAKAUKUKUI, KUKULUAEO, KALIA
WAIKIKI, HONOLULU, OAHU, HAWAII
HONOLULU, HAWAII
APRIL 14, 2020
SCALE:
APPROVED:
CADASTRAL ENGINEER
APPROVED:
FOR: ADMINISTRATOR, HIGHWAYS DIVISION
SHEET NO. 1 OF 1 SHEETS
NO. REVISION APPROVED DATE
22" x 36" - 5.5 SQ. FT.
P.H. 862

ATTACHMENT C

THE ENVIRONMENTAL NOTICE, JANUARY 8, 2021

OFFICE OF ENVIRONMENTAL QUALITY CONTROL

The Environmental Notice

January 8, 2021

David Y. Ige, Governor

The Environmental Notice provides public notice for projects undergoing environmental review in Hawai'i as mandated under Section 343-3, Hawai'i Revised Statutes, the Environmental Impact Statement Law. Along with publishing Environmental Assessments and Environmental Impact Statements for projects in Hawai'i, *The Environmental Notice* also includes other items related to the shoreline, coastal zone, and federal activities.

An elevated pedestrian walkway is proposed to cross over Ala Moana Blvd to conect mauka Kaka'ako with the makai area near Kewalo Basin

Photo from the project's Final EA

235 South Beretania Street, Suite 702 • Honolulu, Hawai'i 96813 • (808) 586-4185 • oeqchawaii@doh.hawaii.gov • http://health.hawaii.gov/oeqc

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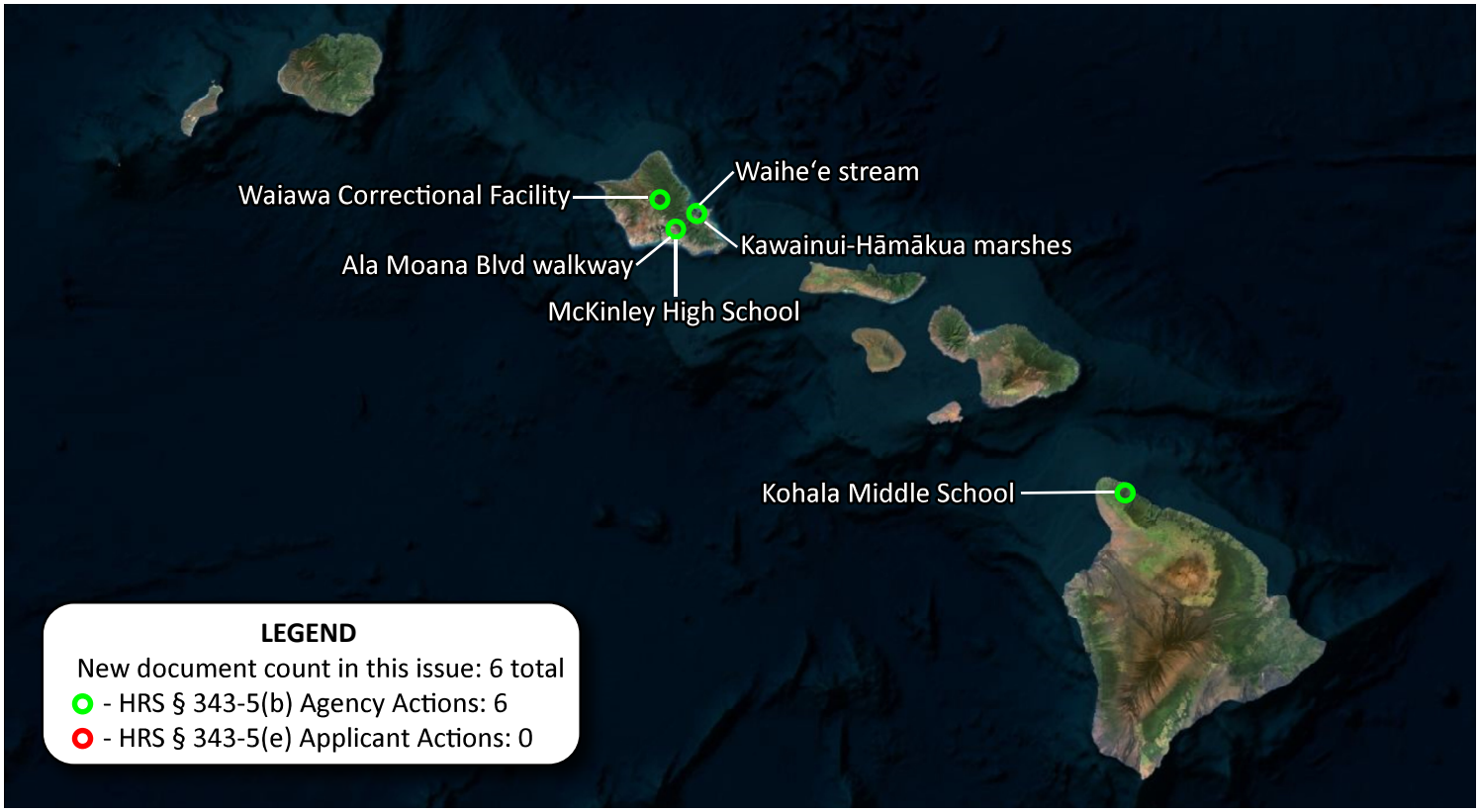
Glossary of Terms and Definitions 8

Announcements

As we begin the new year, OEQC will be planning and making adjustments to deal with expected position and budget cuts. Of course, producing and publishing issues of *The Environmental Notice* and maintaining the online library of EAs and EISs will continue to be the highest priority, along with providing guidance and support to the myriad participants in the HEPA process.

Statewide Map of New HRS Chapter 343 Documents & Determinations



O‘AHU

Ala Moana Boulevard Elevated Pedestrian Walkway--Final EA (FONSI)

HRS §343-5(a) Trigger	(1) Propose the use of state or county lands or the use of state or county funds (3) Propose any use within a shoreline area
District(s)	Honolulu
TMK(s)	Ala Moana Boulevard Right of Way, 2-3-001:129 & 130, 2-1-058:132 & 133
Permit(s)	Numerous (see document)
Proposing/ Determining Agency	Department of Transportation, State of Hawai‘i Michelle Kwan, (808) 692-8441, DOT.HWY-AlaMoanaPed@hawaii.gov 601 Kamokila Boulevard #609, Kapolei, HI 96707
Consultant	WSP USA Inc.; American Savings Bank Tower, 1001 Bishop Street, Suite 2400, Honolulu, HI 96813 Randall Urasaki, (808) 566-2260, Randall.Urasaki@wsp.com
Status	Finding of No Significant Impact (FONSI) determination

The State of Hawai‘i Department of Transportation, Highways Division (HDOT) in partnership with Victoria Ward, Limited have been awarded a Better Utilizing Investments to Leverage Development or BUILD Transportation Discretionary Grant from the U.S. Department of Transportation to build an elevated pedestrian and bicycle walkway over Ala Moana Boulevard between the intersections of Ward Avenue and Kamake‘e Street in the City & County of Honolulu. The proposed new elevated walkway would be accessible to the public via both stairway and an Americans with Disabilities Act path that connects to Ala Moana Boulevard sidewalks and other pathways on either side of the structure. It would be equipped with lighting, landscaping, and drainage that ties into the roadway facility. A central pier to support the walkway structure would be placed in the highway median. Night work may be required to minimize impacts on traffic from lane closures.

Waihe‘e Lo‘i Restoration and Riparian Learning Center--Final EA (FONSI)

HRS §343-5(a) Trigger	(1) Propose the use of state or county lands or the use of state or county funds (2) Propose any use within any land classified as a conservation district
District(s)	Ko‘olaupoko
TMK(s)	(1) 4-7-006:010 (por.); 4-7-006:018; 4-7-006:023 (por.); 4-7-008:002 (por.)
Permit(s)	Numerous (see document)
Proposing/ Determining Agency	Board of Water Supply, City and County of Honolulu Barry Usagawa, (808) 748-5900, busagawa@hbws.org 630 S. Beretania Street, Honolulu, HI 96843
Consultant	G70; 111 S. King Street, Suite 170, Honolulu, HI 96813 Kawika McKeague, (808) 523-5866, kawikam@g70.design
Status	Finding of No Significant Impact (FONSI) determination

The Waihe‘e Lo‘i Restoration and Riparian Learning Center in Waihe‘e, O‘ahu will establish a farm centered around restoration of traditional lo‘i kalo and the stream environment through community involvement and education that re-instills a sense of shared kuleana for watershed management in Waihe‘e Valley. An open pavilion will be used as an outdoor classroom to demonstrate sustainable agricultural activities and provide education about Hawaiian culture, food security, and watershed management.

Proposed activities include restoring existing fallow lo‘i; help maintain existing ‘auwai system; and restore riparian and forest areas with appropriate native plants. A program of this kind will assist with managed access to the area and protection of environmental resources, reminding visitors of their responsibility for achieving a sustainable Hawai‘i. Through a Request for Proposal, a qualified nonprofit community group will be selected to operate the project on a long-term agreement.

ATTACHMENT D

WRITTEN DESCRIPTION OF THE PROPOSED DEVELOPMENT AND AFFECTED ENVIRONMENT

I. DESCRIPTION OF THE PROPOSED DEVELOPMENT

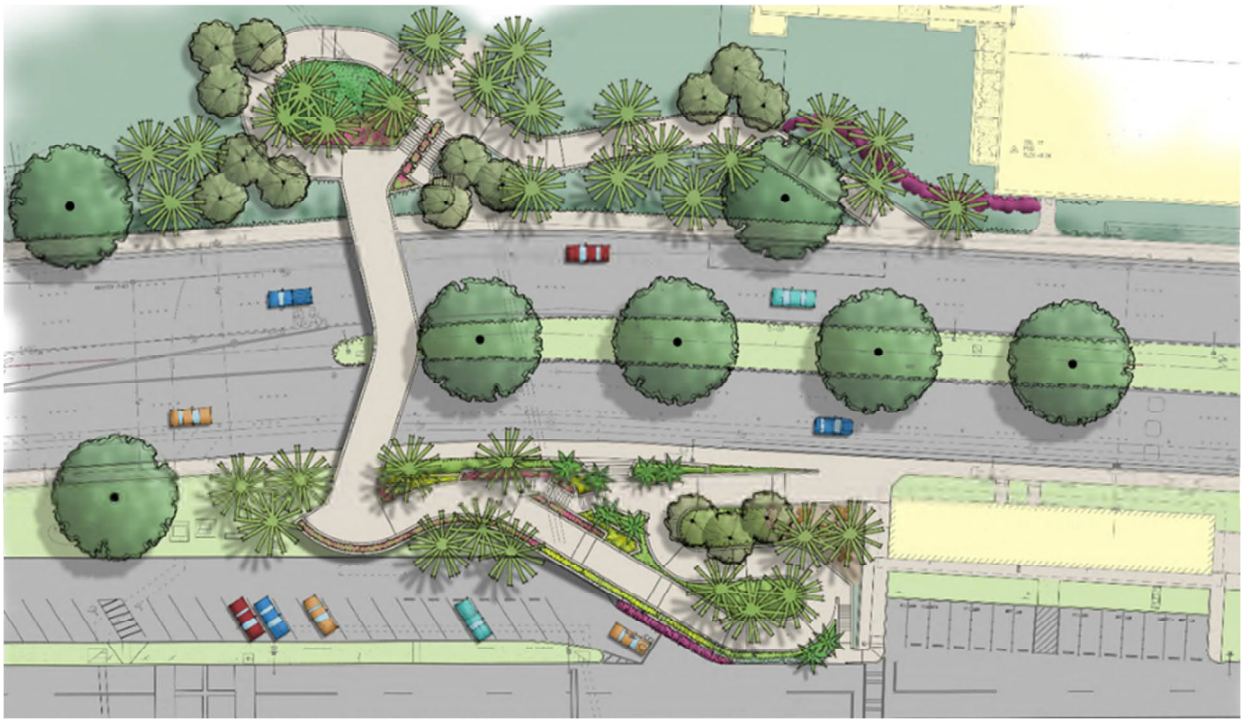
1. Statement of Project Objectives

Ala Moana Boulevard generally consists of 3 lanes in each direction plus turn lanes with a landscaped median. In the stretch of roadway bounded by Kamakee Street and Ward Avenue, the speed limit is 35 mph.

Mauka of Ala Moana Boulevard, VWL is developing the 60-acre master planned Ward Village, which is expected to create at least 4,500 new residential condominiums. Additionally, the Honolulu Rail Transit's Kakaako Station will be located nearby with an entrance from Ward Ave at Halekauila Street, where 2,650 pedestrians and cyclists are projected to access the station each day (Honolulu Authority for Rapid Transit [HART], 2011). A pedestrian and bicycle demand assessment prepared to support the project indicates that by the year 2027, 243 pedestrians and 36 cyclists will cross each hour during the PM peak hours (Wilson Okamoto Corporation [WOC], 2020). The project is proposed as a measure to manage these large pedestrian and bicycle volumes safely and efficiently across the roadway between Ward Avenue and Kamakee Street.

In addition, the elevated multi-use path would connect mauka recreational area (Victoria Ward Park) to other recreational areas located makai of Ala Moana Boulevard (Kewalo Basin, Kakaako Waterfront Park, and Ala Moana Beach Park). Figure 2 provides an early concept of the elevated multi-use path.

Figure 2: Preliminary Conceptual Layout and Landscaping Plan

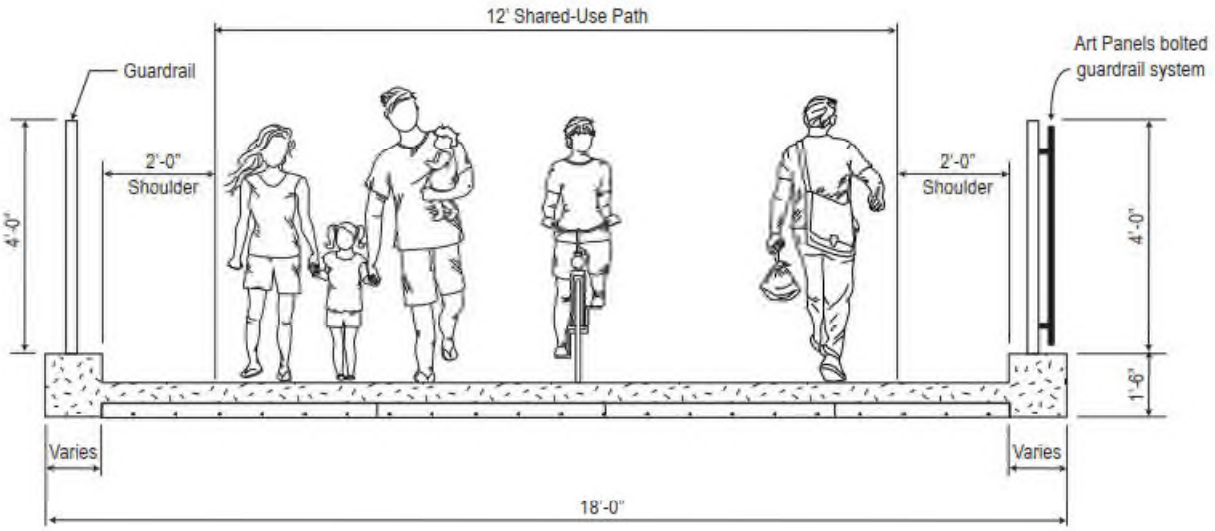


The new elevated walkway would be approximately 18 feet wide and accessible via both stairway and an American with Disabilities Act (ADA) path that connects to the Ala Moana

Boulevard sidewalks on either side of the structure. Lighting would be needed for the elevated walkway, ADA paths or sidewalks leading to the structure, and under the structure along Ala Moana Boulevard.

A central pier to support the walkway structure would be placed in the highway median. At this time, no utilities are expected to be relocated. Figure 3 provides a typical section of the elevated multi-use path.

Figure 3: Typical Section



2. Construction Characteristics

The project area measures about 0.73 acres and includes portions of parcels: [1] 2-3-001:129 and :130; and 2-1-058:132 and :133, as well as the Ala Moana Boulevard Right-of-Way. See **Attachment B** for landowner authorizations and identified easements. These parcels primarily consist of roadway, sidewalk, parking lot, and landscaped areas.

Anticipated ground disturbance includes excavations for bridge foundations, retaining wall foundations, tree plantings, irrigation lines, light pole foundations, and electrical wiring. The bridge will be supported by three bridge foundations, which includes a central pier in the highway median and bridge piers at the mauka and makai landings. The bridge piers are estimated to be up to 4 feet wide and 5 feet deep which will be supported by three 3 to 5-foot diameter drilled shafts, each reaching approximately depths of 65-85 feet.

Retaining walls will abut the bridge piers at the mauka and makai landings. The retaining walls include spread footings up to 10 feet wide and 5 feet deep which will be supported beneath by 3-foot diameter grout columns. Grout columns for the retaining walls will be constructed by drilling a 6-inch diameter hole to a depth of about 15 feet then injecting grout into the soil as the drill is removed. Dimensions and sizing are subject to change since design is preliminary.

At this time, no utilities are expected to be relocated. Grubbing, grading, and fill will be required to construct the walkway approaches. **ATTACHMENT E** provides preliminary plans including: grading, bridge layout, foundations, elevations, and finish grades.

The new bridge will have a minimum height clearance of 17.5 feet above the roadway. Ramps will connect the elevated walkway with existing sidewalks along Ala Moana Boulevard.

3. Access to the Construction Site

Access to the construction site will be from Ward Avenue, at the entrances/exits nearest to Ala Moana Boulevard. These access points and connected parking lot are well-stabilized.

4. Utility Requirements

Utility requirements are minimal. Irrigation water will be needed to support the landscaping. Electricity will be needed to light the path for bridge users, as well as to power security cameras.

5. Liquid and Solid Waste Disposal

The project will generate materials for disposal when drilling the bridge foundations, as well as when grading and excavating the paths. In addition, the usual construction debris is anticipated. As described in Section 2.14.2 of the Final EA, good housekeeping measures will be employed. Liquid and solid waste will be disposed of in accordance with applicable local, State and federal laws.

6. Impacts of the proposed development relative to each of the CZM objectives and policies (HRS § 205A-2), and the SMA review guidelines detailed in Hawaii Administrative Rules (HAR) §15-150-6

1) Discussion of Impacts Relative to CZM Objectives and Policies Pursuant to HRS § 205A-2.

a. <u>Recreational Resources</u>

The proposed bridge would effectively expand the recreational capacity and accessibility of existing recreational resources by adding bicycle and pedestrian connectivity between open spaces as well as other land uses. Kakaako Waterfront Park, Ala Moana Regional Park, and Kewalo Basin Park are located makai of Ala Moana Boulevard. Victoria Ward Park, which is intended to be further developed as an open space, is located mauka of Ala Moana Boulevard. While there would still be some very small gaps for bicyclist-friendly facilities at either end of the Harbor, the bridge addresses the broader ability to connect between the parks. Capacity of the parks would be expanded because similar activities, such as the paths at Victoria Ward Park and the bike and jogging paths at Kewalo Basin Park and Ala Moana Regional Park would now have a ready connection.

In addition, the bridge would encourage modes of active transportation, which is consistent with the ocean craft, surfing, swimming, fishing, picnicking, festivals, tennis, and other recreational activities occurring at the parks.

b. <u>Historic Resources</u>

An Archaeological Inventory Survey Report was prepared to identify historic and cultural resources that may be affected by the project. Efforts to identify historic properties involved a subsurface testing program, due to subsurface resources encountered in previous studies adjacent to the project area. The State Historic Preservation Division (SHPD) and others (see Chapter 3 of the Final EA) were consulted to ensure that all potential historic properties, and stakeholders with knowledge of historic properties were identified.

As a result of these efforts, one only significant archaeological resource was identified: SIHP # 50-80-14-7655 (-7655). SIHP#-7655 is a previously identified historic property consisting of buried post-Contact salt pan remnants, cultural deposits, and human burials. The complex is at least 10.5 acres, spanning the area between Ala Moana Boulevard and Queen Street, and Ward Avenue and Kamakee Street, occurring on properties owned by Victoria Ward Limited. Available information does not provide an indication of the exact makai extent or boundary of SIHP #-7655, however, the extensive documentation during the VWL Block B East AIS (Pammer et al. 2014) indicates that the far makai extent of this historic property may extend only into the mauka-most portion of the project area. It is possible that excavations associated with the project will not affect or expose buried, intact portions of SIHP #-7655 (Farley et al. 2020).

Archaeological Data Recovery in the form of an archaeological monitoring program is proposed for project-related ground disturbance in the vicinity of SIHP #-7655 and would proceed according to a SHPD-accepted archaeological monitoring plan (AMP). The archaeological monitoring program would also provide an opportunity to better understand and document SIHP #-7655.

c. Scenic and Open Space Resources

As an elevated walkway, users would gain a new opportunity to view and appreciate coastal scenery from the bridge.

A visual impact assessment was conducted to determine whether the walkway would impact coastal scenic resources (See Section 2.13 of the Final EA). The project area is located within central coastal Honolulu, surrounded by modern urban development including commercial buildings, paved streets, sidewalks, utility infrastructure, and landscaped margins. Viewers would generally not experience adverse negative visual impacts because the project would be visually compatible with the existing natural, cultural, and project environments.

The quality of open space resources would be enhanced because the bridge provides a fluid connection between open spaces mauka (Victoria Ward Park) and makai (Kewalo Basin, Ala Moana Regional Park) of Ala Moana Boulevard.

d. Coastal Ecosystems

The proposed project is within a highly disturbed and manmade environment that is typical of a roadway. It would not adversely affect coastal ecosystems, specifically reefs, beaches or coastal dunes. Neither would the project disrupt natural coastal processes.

As described in Section 2.4 and Chapter 3 of the Final EA, consultation with the U.S. Fish and Wildlife Services (USFWS), National Oceanic and Atmospheric Administration (NOAA), and the Department of Land and Natural Resources' Division of Forestry and Wildlife (DOFAW) did not identify critical habitat, which is one subset of sensitive coastal ecosystems, within the project area.

e. Economic Uses

Greater multimodal connectivity, provided by the project, would enhance access to area businesses, especially since the project area has a limited amount of public parking.

f. Coastal Hazards

The elevated walkway would not increase the frequency or severity of coastal hazards. The walkway would add evacuation capabilities, allowing pedestrians to move freely inland on higher ground.

g. Managing Development

Consultations with federal, State and County agencies have been conducted. Chapter 3 of the Final EA provides a list of correspondence and the review process undertaken.

h. Public Participation

Chapter 3 of the Final EA describes the public involvement activities undertaken by the project. A virtual question and answer session was held on October 15, 2020 prior to publication of the Draft EA. In addition, letters were sent to federal, State, and County agencies, as well as community members seeking input on the project.

Project proponents met with the Hawaii Bicycling League on November 12, 2020 and November 13, 2020 (on-site) for feedback on the proposed design. These concerns were evaluated and resulted in a modified design that was presented in the Final EA.

i. Beach Protection

The proposed project would not disrupt coastal ecosystems or impact natural coastal processes. The proposed project would not affect coastal erosion because the project site is not adjacent to or abutting a beach.

j. Marine Resources

The pedestrian walkway would allow easier access to marine and coastal resources. At the same time, the project would not adversely affect these resources. As documented in the Final EA, HDOT consulted with NOAA on May 26, 2020 and with USFWS on May 20, 2020. NOAA reviewed the project for impacts to the marine environment and indicated that the project would not affect species or critical habitat under its jurisdiction. USFWS similarly reviewed the project for species and critical habitat under its jurisdiction, indicating that no listed species or critical habitat is within the project vicinity and therefore would not be affected.

During the HRS 343 review process, public commenters expressed concern for impacts to marine resources created by better access to coastal parks. Discussion with the City and County of Honolulu's (CCH) Parks and Recreation and review of the 2019 Final Environmental Impact Statement for the Ala Moana Regional Park (FEIS) indicate that the total number of beach goers, which carry potential to adversely affect marine resources, is more closely correlated to the overall resident and tourist population on Oahu than park accessibility. This is because Ala Moana Regional Park and adjacent parks serve the island population, and not just the immediate land uses. According to the FEIS, 13.6 percent of the total beach goers on Oahu went to Ala Moana Regional Park in 2016 and was anticipated to grow as the population grows (CCH, 2019). The upward trend

of park users is anticipated to continue, even though the options and availability to access park resources have remained the same (CCH, 2019). The bridge would not induce growth-related or negative impacts on marine resources.

2) Discussion of Impacts Relative to the SMA review guidelines detailed in HAR §15-150-6.

   a. Adequate access, by dedication or other means, to publicly owned or used beaches, recreation areas, and natural reserves is provided to the extent consistent with sound conservation principles

      The proposed project would not diminish access to publicly owned or used beaches, recreation areas, or natural reserves. It is intended to facilitate safe access.

   b. Adequate and properly located public recreation areas and wildlife preserves are reserved;

      There are no wildlife preserves in the vicinity of the proposed project. The proposed project would not exclude, or limit current or future locations of public recreation or wildlife preserves primarily because it is ancillary to the roadway facility.

   c. Provisions are made for solid and liquid waste treatment, disposition, and management which will minimize adverse effects upon special management area resources;

      The project is not anticipated to be a significant generator of waste materials.

      Solid and liquid waste treatment, disposition, and management will be conducted in accordance with contract specifications, HDOT policies and procedures, as well as local, State, and federal law.

   d. Alterations to existing landforms and vegetation, except crops, and construction of structures shall cause minimum adverse effect to water resources and scenic and recreational amenities and minimum danger of floods, wind damage, storm surge, landslides, erosion, siltation, or failure in the event of earthquake; and

      As described in Section 2.2 of the Final EA, the project would not increase the project area's vulnerability to earthquakes, landslides, flooding, tsunami or sea level rise. Neither would it have any bearing on the change in precipitation patterns or frequency and degree of heavy rains anticipated with climate change. The proposed elevated walkway would be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO's) Load and Resistance Factor Design (LRFD) Bridge Design Specifications, which includes seismic provisions. In the event of flooding, tsunami or sea level rise, the elevated pedestrian walkway would provide a safe and effective means to evacuate.

      Artificial light from floodlights, uplights, or spotlights used for decorative or aesthetic purposes does not directly illuminate the shoreline and ocean waters and is not directed to travel across the property boundaries toward the shoreline and ocean waters, except as provided in sections 205A-30.5(b) and 205A-71(b), HRS.

      As noted in Section 2.4.3 of the Final EA, during construction, all lights will be fully shielded and downward facing to impacts to Seabirds. Nighttime work that requires

outdoor lighting will be avoided during the seabird fledging season from September 15 through December 15.

Lighting design for the bridge and pathway will follow AASHTO's 2018 Roadway Lighting Design Guide and comply with the Hawaii Night Sky Protection Act (HRS Chapter 201). Fixtures will be fully shielded or flat with a correlated color temperature of 4,000 Kelvin or less. Lenses will limit the way light is emitted, directing light downward, such that it is not as visible from overhead and sides. This will also help to prevent passing seabirds from becoming confused.

7. Estimated valuation of the development

Engineer's current progress plans estimate construction costs for bridge and walkway, inclusive of engineering and indirect costs, as $26.5 million.

8. Time and phasing of construction

Construction is anticipated to take 18 months. Construction is expected to begin January 2022. Sheet No. 89 provided in **ATTACHMENT E** depicts the bridge's anticipated construction sequencing.

II. DESCRIPTION OF AFFECTED ENVIRONMENT

A written description of the affected environment which addresses the development's technical and environmental characteristics.

1. Soils and Topography

Kakaako was originally a low-lying swampland and in the project area the underlying material is recent fill. According to the U.S. Department of Agriculture Natural Resources Conservation Service (1972), the soil throughout the project area is categorized as Fill Land, mixed (FL). These types of lands are generally found on coastal, low-lying areas that are now urban.

The elevation of the project area is between approximately 5 feet above mean sea level.

2. Hydrology and Drainage

Ala Moana Boulevard has a curb and gutter stormwater drainage system that is typical of any roadway, and to which the proposed elevated walkway would drain into. Additional runoff and potential pollutants associated with the proposed project would not be of a quantity or quality that would create a perceptible change in storm water discharge to Kewalo Basin and surrounding waters.

Moreover, the proposed project would not affect the use of these marine waters and is compatible with the protection and propagation of fish, shellfish, and wildlife, as well as with recreational uses in and on Kewalo Basin.

3. Flood and Tsunami hazards

The National Flood Insurance Program (NFIP), administered by the Federal Emergency Management Agency (FEMA), maintains flood hazard maps to determine the reference height used by property insurance companies to assess flood risk, called a Base Flood Elevation (BFE). The project is in Flood Zone AE. Zone AE is an area that has a 1 % probability of flooding each year, which is why it is commonly referred to as the "100-year floodplain". The area is therefore considered to be at high risk of flooding.

The State of Hawaii Emergency Management Agency has determined evacuation zones to inform the public about leaving the area when a tsunami is predicted. The proposed pedestrian walkway is in the evacuation zone for all tsunami warnings.

The proposed project would not change BFEs nor would it increase the project area's vulnerability to flooding, tsunami or sea level rise.

4. Erosion and geological hazards

The elevation of the project area is between approximately 5 feet above mean sea level. The project area is located within central coastal Honolulu, surrounded by modern urban development including commercial buildings, paved streets, sidewalks, utility infrastructure, and landscaped margins. Kakaako was originally a low-lying swampland and in the project area the underlying material is recent fill. The proposed project would not alter soil or geologic conditions in such a way that topography, drainage patterns or geologic processes, including erosion, would substantially change.

5. Coastal views

Land within the Area of Visual Effect (AVE) of the highway ranges from 5 to 10 feet in elevation. Available views are primarily limited to the coastal plain with views of the mountains in the background; however, views in most locations are contained by human-made elements (buildings, fences, signs, etc.), trees, palms, and tropical vegetation lining the roadway. Natural elements such as native and ornamental landscaping are associated with human development on the mauka side of the Ala Moana Boulevard.

The Visual and Aesthetic Resources Technical Memorandum concludes the project would have similar visual elements such as, materials, colors, form, and shape as existing visual elements and would be compatible with the existing conditions. Viewers would generally not experience adverse negative visual impacts and, the project would be visually compatible with the existing natural, cultural, and project environments. The elevated walkway would not obscure coastal views.

6. Water quality

Ala Moana Boulevard has a curb and gutter stormwater drainage system that is typical of any roadway, and to which the proposed elevated walkway would drain into. Additional runoff and potential pollutants associated with the proposed project would not be of a quantity or quality that would create a perceptible change in storm water discharge to Kewalo Basin and surrounding waters.

7. Flora and Fauna

Vegetation in the project area is typical of highway landscaping, which includes roadside grasses, coconut trees, and rainbow shower trees. Consultation with USFWS and NMFS found that no listed threatened or endangered species or critical habitats under their respective jurisdictions are known to occur in the project area.

Similarly, a request to the State Department of Land and Natural Resource's Division of Forestry and Wildlife (DOFAW) regarding the occurrence of State protected species identified the potential for the State endangered White Tern or Manu-o-Ku (*Gygis alba*) nesting around the proposed project site, as well as the potential for the State listed Hawaiian Hoary Bat or Opeapea (*Lasiurus cinereus semotus*) to occur in the project area and roost in nearby trees. Lastly, given the project's proximity to the shoreline, seabirds may pass through the area.

Mitigation measures are included in the project including:

- Examine all trees slated to be cut to determine if there are White Terns nesting in them, especially during the breeding season (January through June). If a nest is discovered, DOFAW staff will be called for assistance.
- Avoidance of disturbance, removal, or trimming of woody trees greater than 15 feet tall during the Hawaiian Hoary Bat birthing and pup rearing season (June 1 through September 15). If this cannot be avoided, DOFAW staff will be consulted.
- For nighttime lighting that may be required, all lights should be fully shielded and downward facing to minimize impacts to Seabirds. Nighttime work that requires outdoor lighting should be avoided during the seabird fledging season from September 15 through December 15.

8. Historical and Cultural resources

An Archaeological Inventory Survey Report was prepared to identify historic and cultural resources that may be affected by the project. Efforts to identify historic properties involved a subsurface testing program, due to subsurface resources encountered in previous studies adjacent to the project area. The State Historic Preservation Division (SHPD) and others (see Chapter 3 of the Final EA) were consulted to ensure that all potential historic properties, and stakeholders with knowledge of historic properties were identified.

As a result of these efforts, one only significant archaeological resource was identified: SIHP # 50-80-14-7655 (-7655). SIHP#-7655 is a previously identified historic property consisting of buried post-Contact salt pan remnants, cultural deposits, and human burials. The complex is at least 10.5 acres, spanning the area between Ala Moana Boulevard and Queen Street, and Ward Avenue and Kamakee Street, occurring on properties owned by Victoria Ward Limited. Available information does not provide an indication of the exact makai extent or boundary of SIHP #-7655, however, the extensive documentation during the VWL Block B East AIS (Pammer et al. 2014) indicates that the far makai extent of this historic property may extend only into the mauka-most portion of the project area. It is possible that excavations associated with the project will not affect or expose buried, intact portions of SIHP #-7655 (Farley et al. 2020).

Archaeological Data Recovery in the form of an archaeological monitoring program is proposed for project-related ground disturbance in the vicinity of SIHP #-7655 and would proceed according to a SHPD-accepted archaeological monitoring plan (AMP). The archaeological monitoring program would also provide an opportunity to better understand and document SIHP #-7655.

A Cultural Impact Assessment (CIA) was prepared by Cultural Surveys Hawaii to comply with the State of Hawaii's environmental review process, which requires consideration of the proposed project's potential effect on cultural beliefs, practices, and resources. The CIA is provided in Appendix B of the Final EA**.**

Based on the project area history, and the contributions of culturally knowledgeable participants, no traditional cultural activities have been identified as currently occurring in the project area. However, the past traditional activity of burying iwi kupuna in sandy soil deposits that are present in the nearby project area must be considered. Any time kupuna are identified as present in the project area, their presence alone activates on-going cultural activities at the precise location of the iwi. Traditional cultural activities will include but may not be limited to religious ceremony, protective measures for the iwi, and decision-making to address disposition of the iwi.

9. Open Space and Recreational Resources

The proposed project is adjacent to several open space and recreational resources. Ala Moana Regional Park is one of the most heavily used parks in the State. The 100-acre Beach Park is not only for beach goers, but is used for other activities including running, biking, youth sports, picnics, canoe racing, and many other activities sought out by an entire spectrum of residents.

Kewalo Basin Harbor is a state-owned commercial harbor held by HCDA. Section 2.7 describes uses and activities at Kewalo Basin. Historically a fishing harbor, Kewalo Basin is home to many small businesses which include boats for scuba, deep sea fish fishing, sunset cruises, whale watching, and other activities aimed at tourists. Other nearby parks include Gateway Park, Kakaako Waterfront Park, and Kewalo Basin Park.

The proposed project would not prohibit further development of these resources as open spaces.

REFERENCES:

City and County of Honolulu, Department of Design and Construction, FEIS for the Ala Moana Regional Park Improvements, Volumes 1-3, August 23, 2019.

Farley et al., Draft Archaeological Inventory Survey Report for the Ala Moana Boulevard Elevated Pedestrian Walkway Project, Kakaako, Honolulu Ahupuaa, Honolulu (Kona) District, Oahu, TMK: [1] 2-3-001:129, 130 (por.); 2-1-058: 132, 133 (por.); and Ala Moana Boulevard ROW, October 2020. (Submitted to SHPD October 30, 2020)

Honolulu Authority for Rapid Transit (HART), Station Access and Modal Interface Report, August 2011.

Pammer et al. (2014). Pammer, Michelle F., Ena Sroat, and Matt M. McDermott. 2014. Archaeological Inventory Survey Report for the Block B East Project, Kakaako, Honolulu Ahupuaa, Honolulu (Kona) District, Oahu, TMK: [1] 2-3-001:005 (por.). Cultural Surveys Hawaii, Inc., Kailua, Hawaii.

State of Hawaii Department of Business Economic Development and Tourism, HCDA, Kakaako Makai Area Parks Master Plan, November 2017.

Wilson Okamoto Corporation, Ala Moana Boulevard Pedestrian Bridge Assessment, September 18, 2020

ATTACHMENT E

RELEVANT SHEETS FROM PRELIMINARY ENGINEERING PROGRESS PLANS

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	1	89

INDEX OF DRAWINGS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
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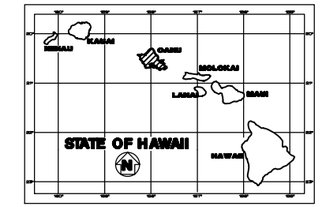
3	GENERAL LAYOUT PLAN
4	TYPICAL SECTION
5 - 11	ALIGNMENT PLAN
12 - 18	ROADWAY PLAN
19 - 25	SPOT ELEVATION PLAN
26	GRADING CONSTRUCTION PLAN
27 - 33	GRADING PLAN
34 - 89	STRUCTURAL PLANS

STATE OF HAWAII

DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

HONOLULU, HAWAII

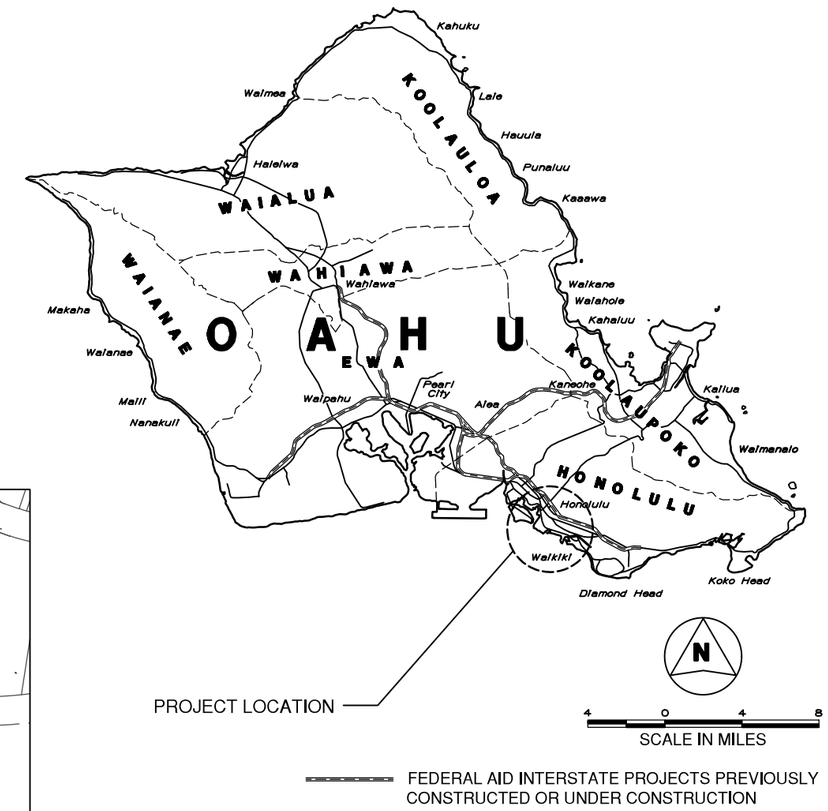


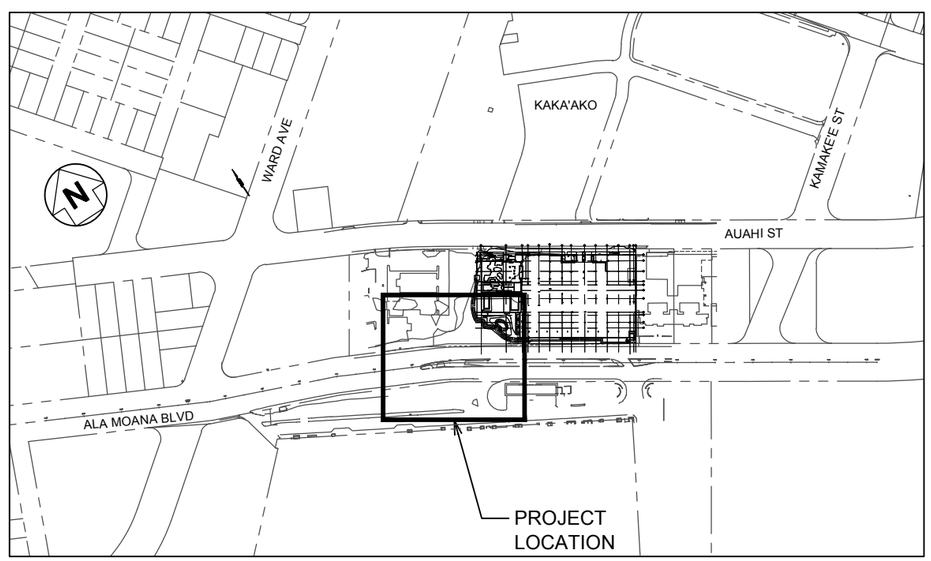
PRELIMINARY PLANS

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
FEDERAL AID PROJECT NO. BLD-092-1(029)

DISTRICT OF HONOLULU
ISLAND OF OAHU

Note: Approximate SMA Boundaries are highlighted in yellow.





LAYOUT PLAN

NOT TO SCALE

WSP USA INC.
DESIGNED BY

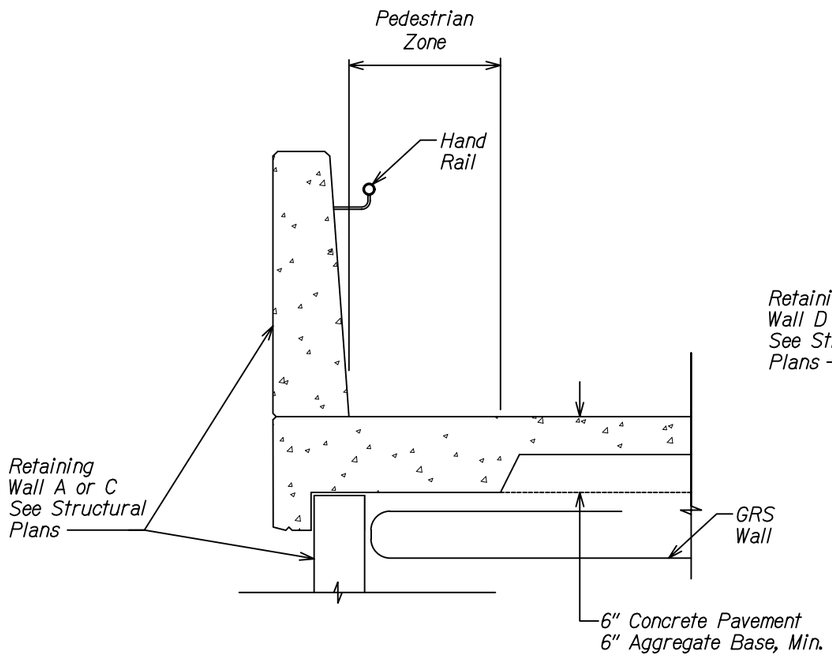
HWY-DD
MANAGED BY

692-7548
PHONE

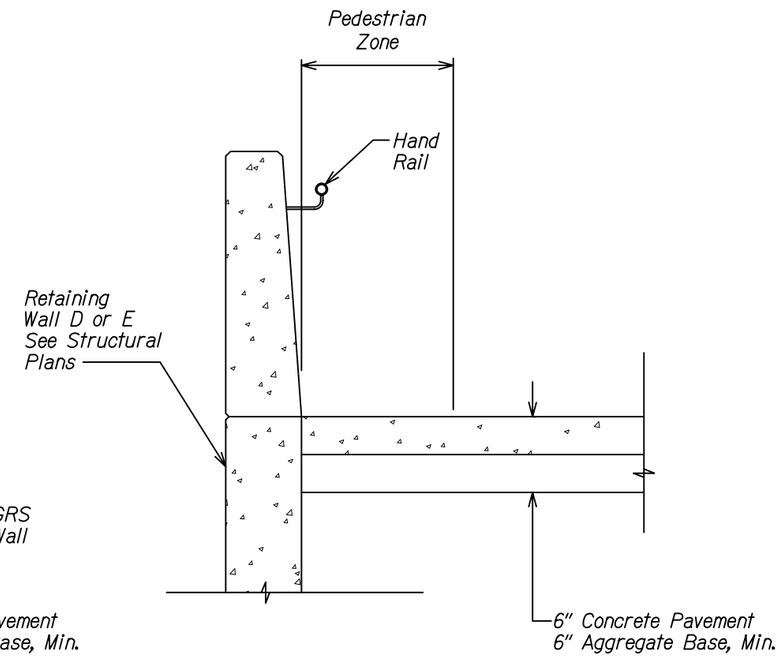
FEB. 2021
DATE

ORIGINAL PLAN	
SURVEY PLOTTED BY	DATE
DRAWN BY	
TRACED BY	
DESIGNED BY	
QUANTITIES BY	
CHECKED BY	
NOTE BOOK No.	

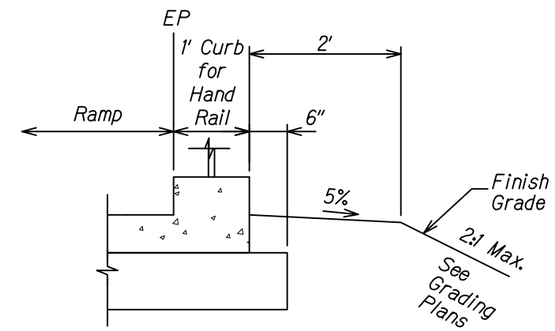
FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	4	89



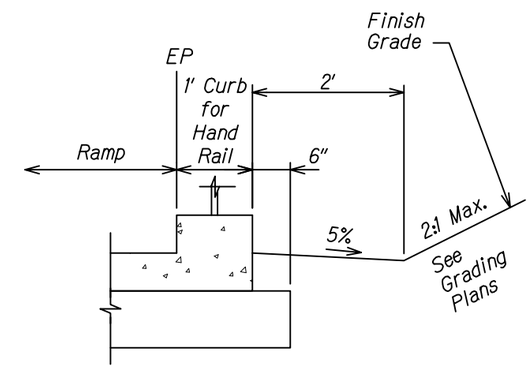
at RETAINING WALLS A OR C
Scale: 1" = 5'-0"



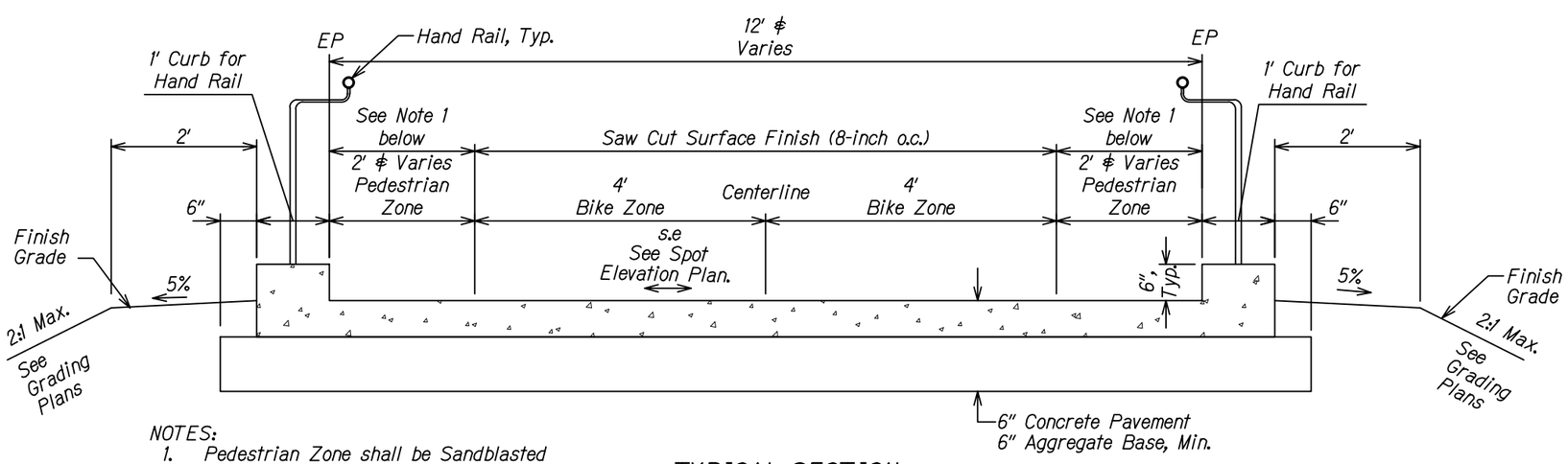
at RETAINING WALL D OR E
Scale: 1" = 5'-0"



at FILL SLOPE
Scale: 1" = 5'-0"



at CUT SLOPE
Scale: 1" = 5'-0"



NOTES:
1. Pedestrian Zone shall be Sandblasted or Epoxy/Aggregate Broadcast Surface Finish
2. For Bridge Typical Section, See Structural Plans

TYPICAL SECTION
Scale: 1" = 5'-0"

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
	SURVEY BY	
	DRAWN BY	
	TRACED BY	
NOTE BOOK	DESIGNED BY	
	QUANTITIES BY	
No.	CHECKED BY	

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

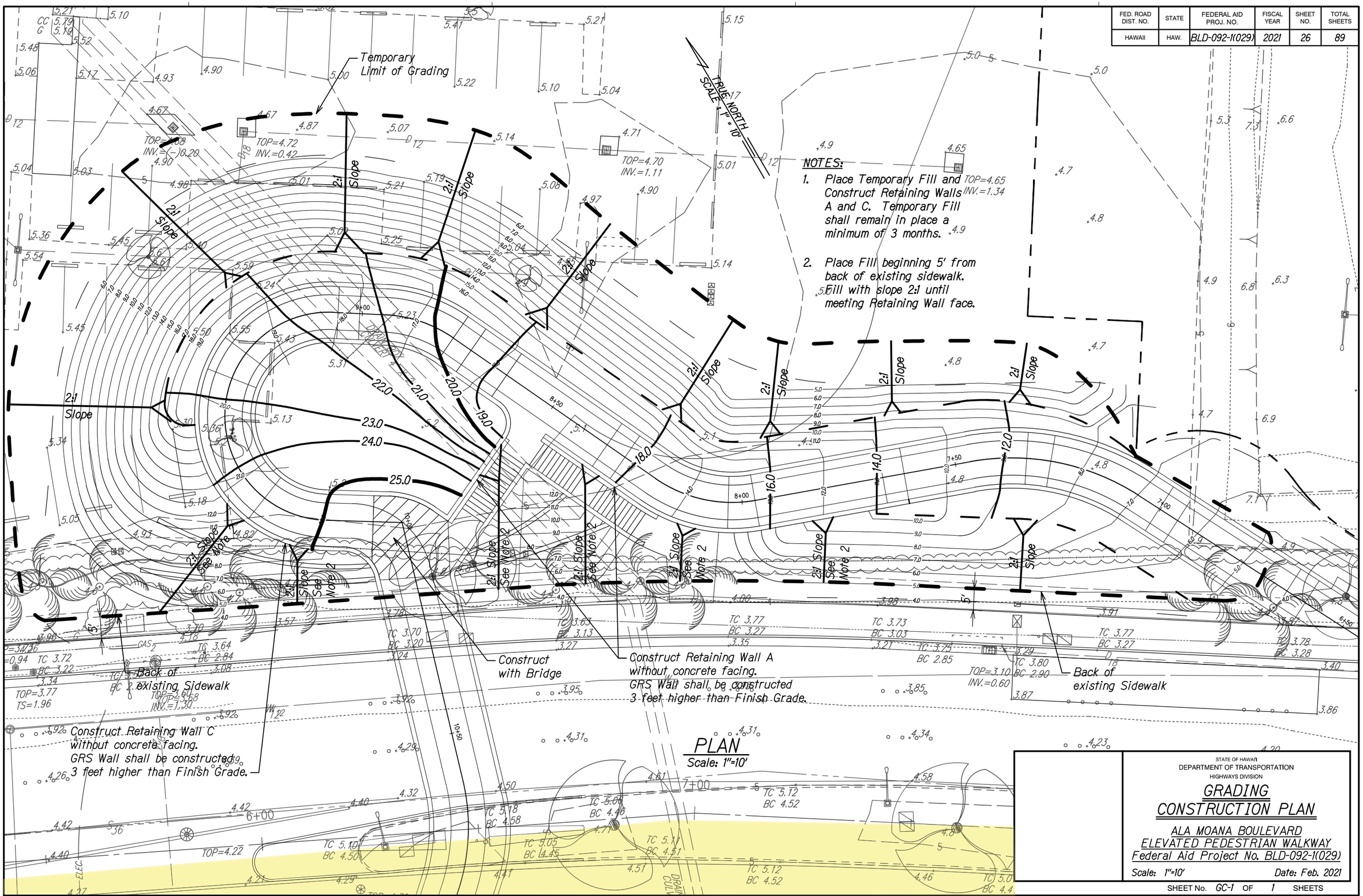
TYPICAL SECTION

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: 1"=5' Date: Feb. 2021

SHEET No. T-1 OF 1 SHEETS

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	26	89



PLAN
Scale: 1"=10'

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

GRADING CONSTRUCTION PLAN

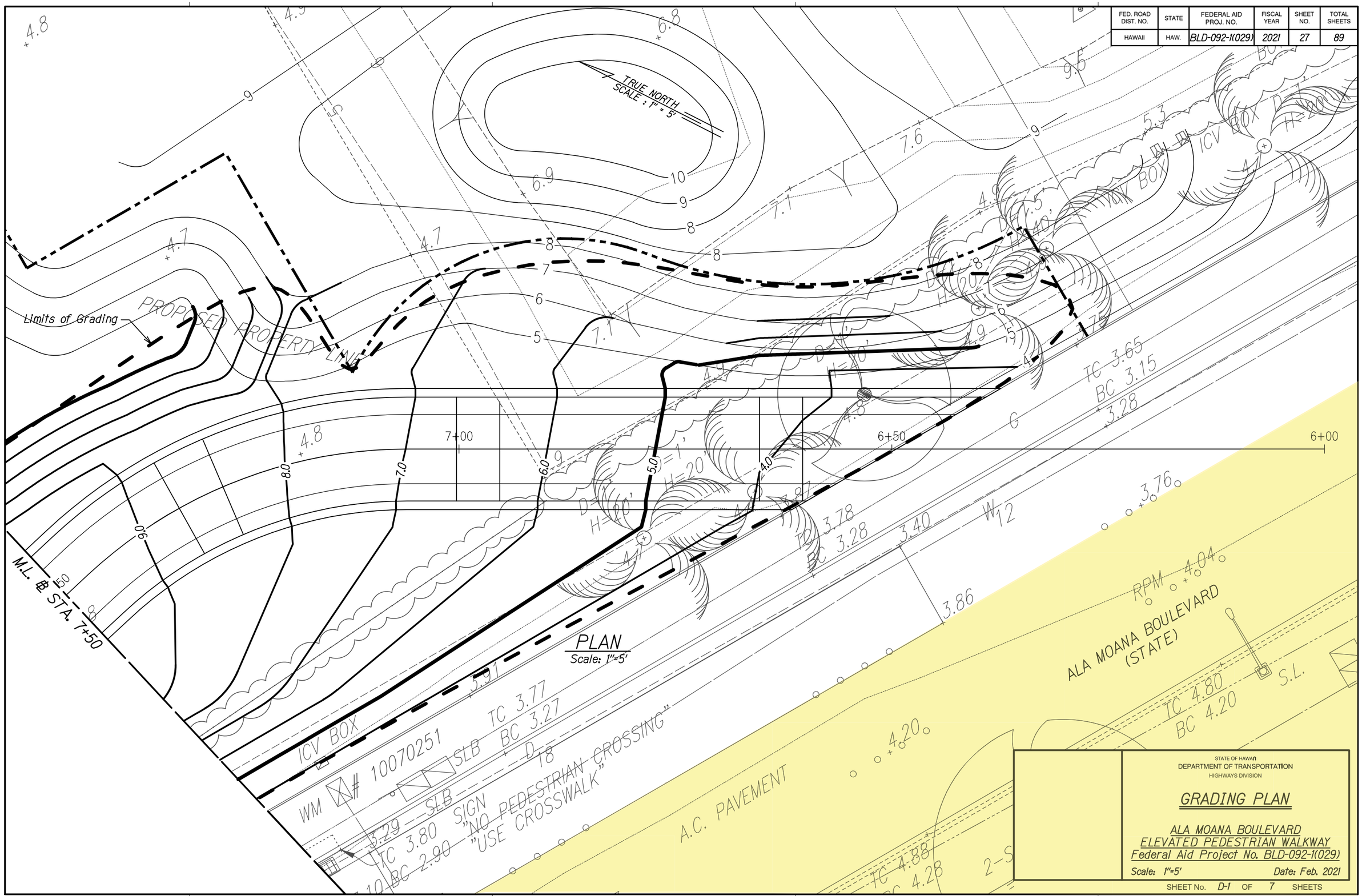
ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: 1"=10' Date: Feb. 2021

SHEET No. GC-1 OF 1 SHEETS

ORIGINAL PLAN | SURVEY PLOTTED BY | SURVEY BY | TRACED BY | NOTE BOOK | DESIGNED BY | QUANTITIES BY | CHECKED BY | DATE | No.

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	27	89



PLAN
Scale: 1"=5'

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
	DRAWN BY	
	TRACED BY	
NOTE BOOK	DESIGNED BY	
	QUANTITIES BY	
No.	CHECKED BY	

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

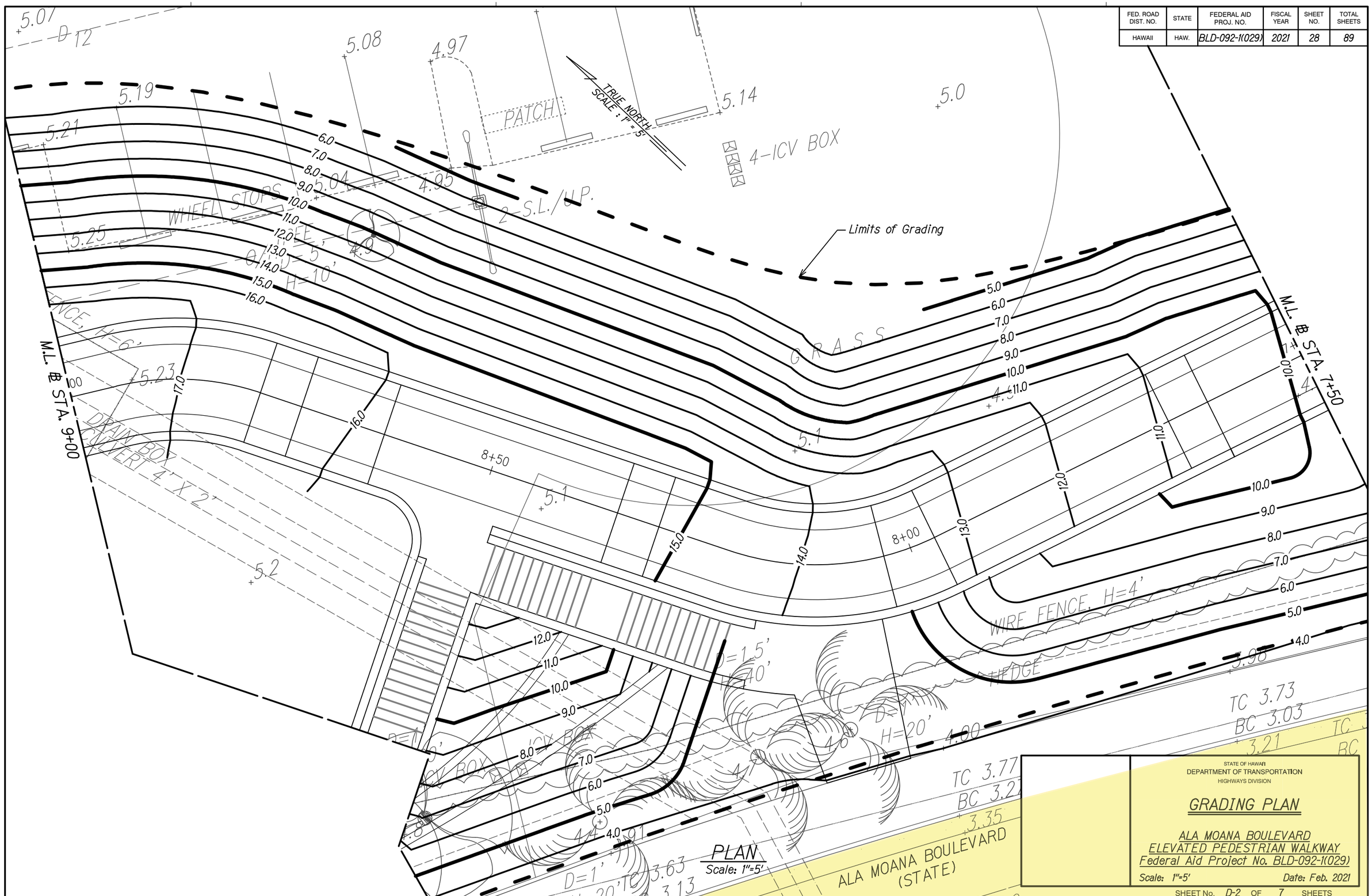
GRADING PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: 1"=5' Date: Feb. 2021

SHEET No. D-1 OF 7 SHEETS

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	28	89



ORIGINAL PLAN		
SURVEY PLOTTED BY		DATE
DRAWN BY		
TRACED BY		
DESIGNED BY		
QUANTITIES BY		
CHECKED BY		
NOTE BOOK No.		

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

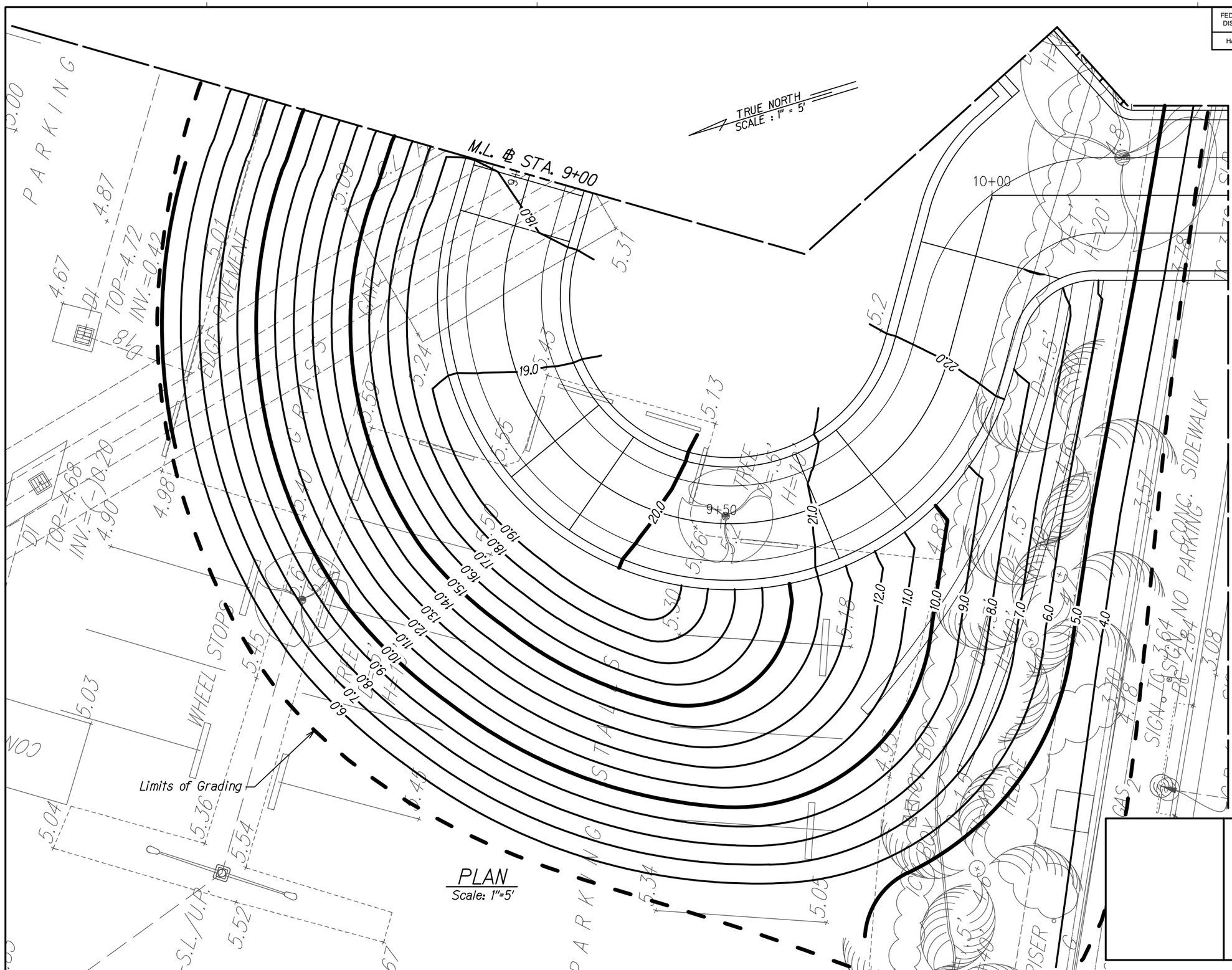
GRADING PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: 1"=5' Date: Feb. 2021

SHEET No. D-2 OF 7 SHEETS

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	29	89



PLAN
Scale: 1"=5'

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
	DESIGN BY	
	TRACED BY	
NOTE BOOK	DESIGNED BY	
	QUANTITIES BY	
No.	CHECKED BY	

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

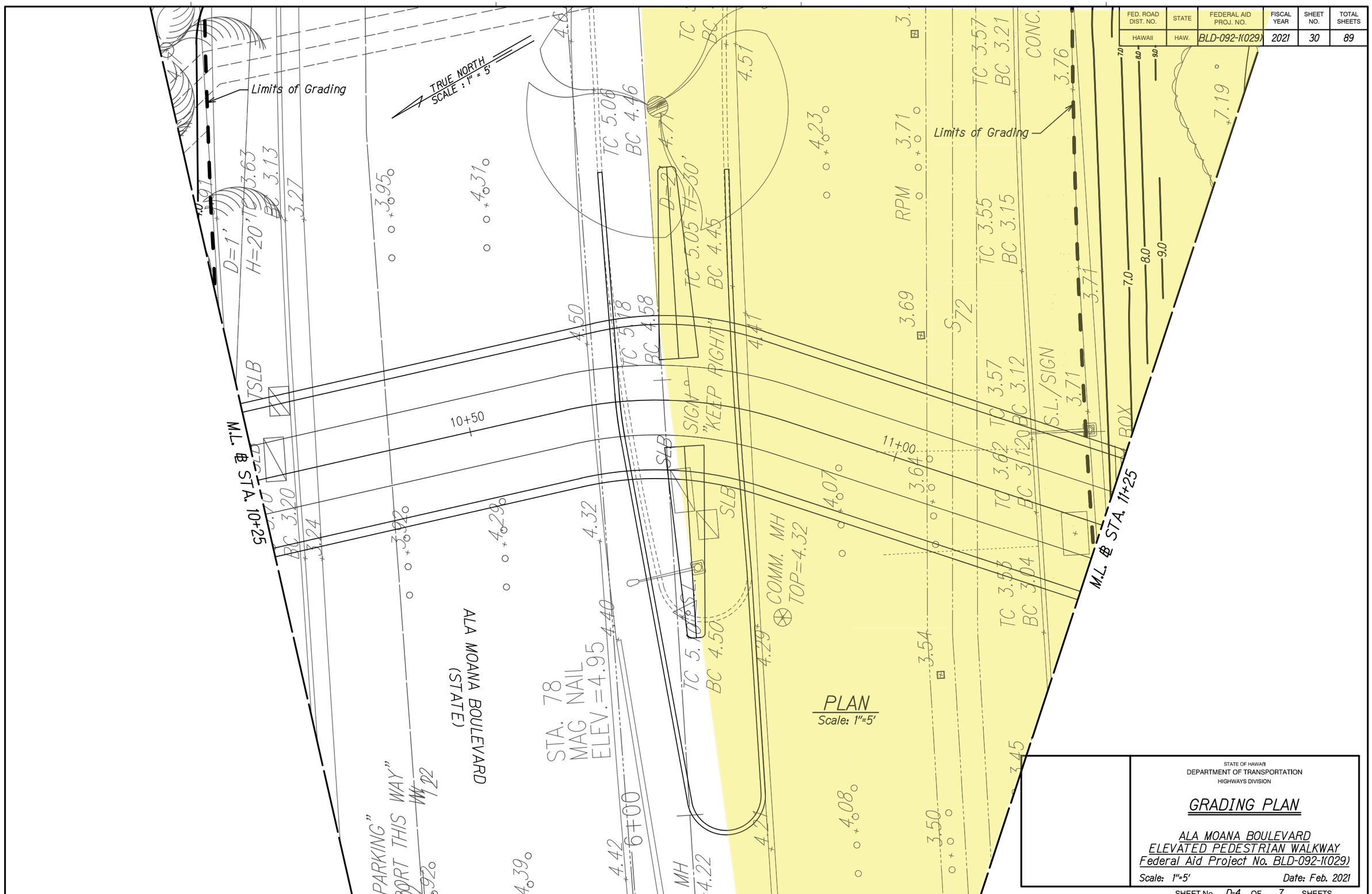
GRADING PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: 1"=5' Date: Feb. 2021

SHEET No. D-3 OF 7 SHEETS

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	30	89



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

GRADING PLAN

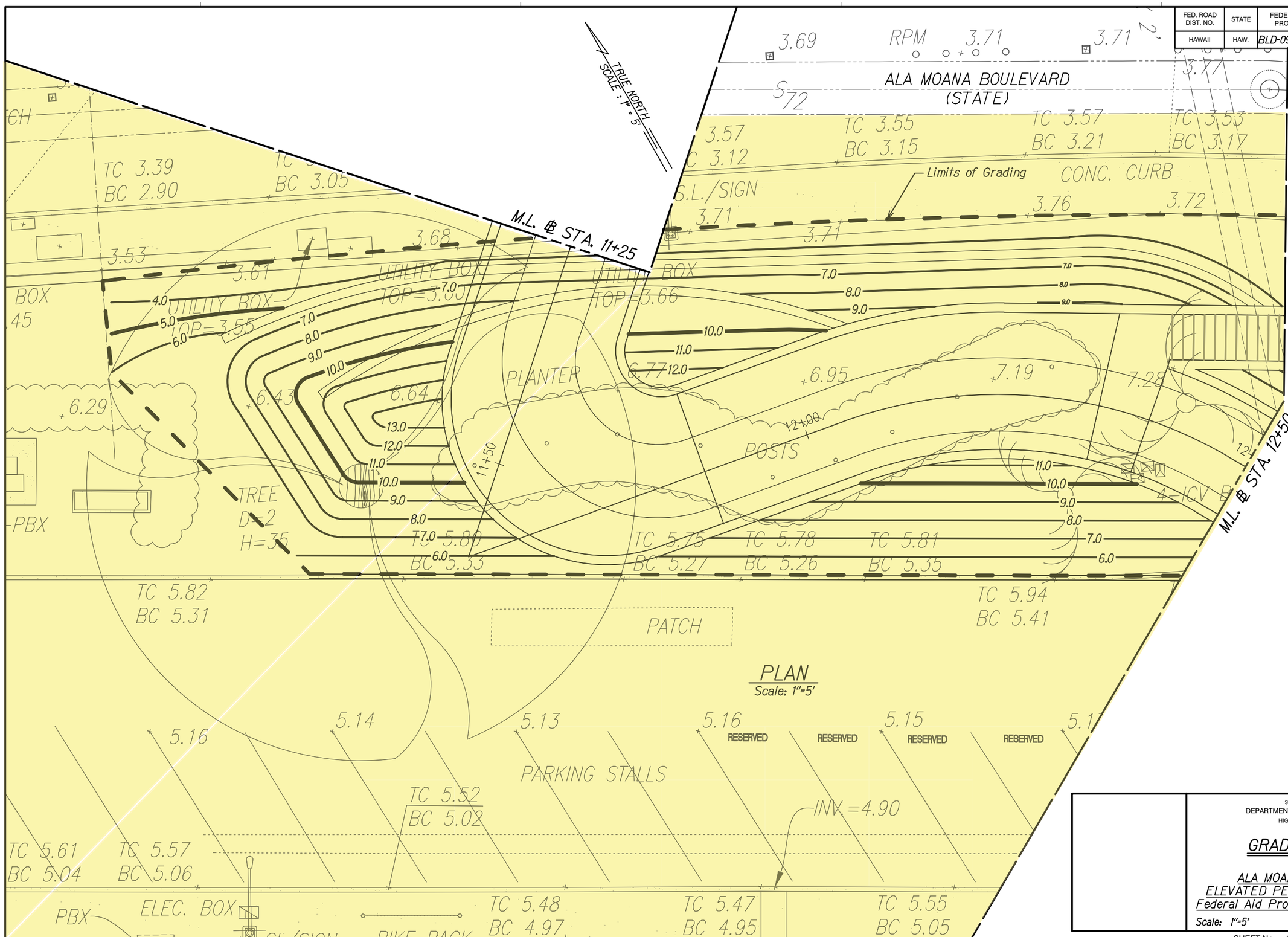
ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: 1"=5' Date: Feb. 2021

SHEET No. D-4 OF 7 SHEETS

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
	DRAWN BY	
	TRACED BY	
NOTE BOOK	DESIGNED BY	
	QUANTITIES BY	
No.	CHECKED BY	

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	31	89



PLAN
Scale: 1"=5'

ORIGINAL PLAN		
SURVEY PLOTTED BY		DATE
DRAWN BY		
TRACED BY		
DESIGNED BY		
QUANTITIES BY		
CHECKED BY		
NOTE BOOK No.		

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

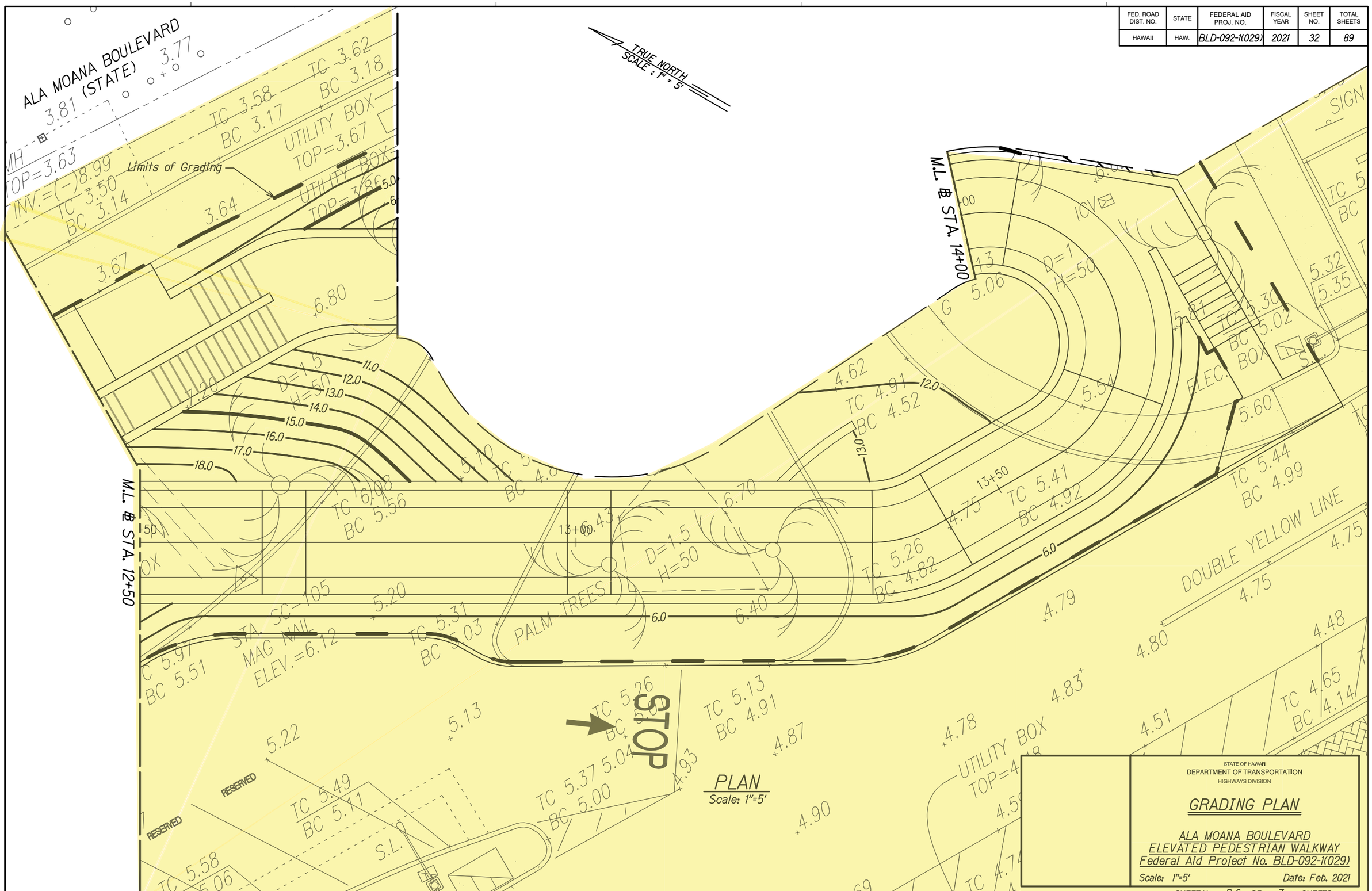
GRADING PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: 1"=5' Date: Feb. 2021

SHEET No. D-5 OF 7 SHEETS

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	32	89



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

GRADING PLAN

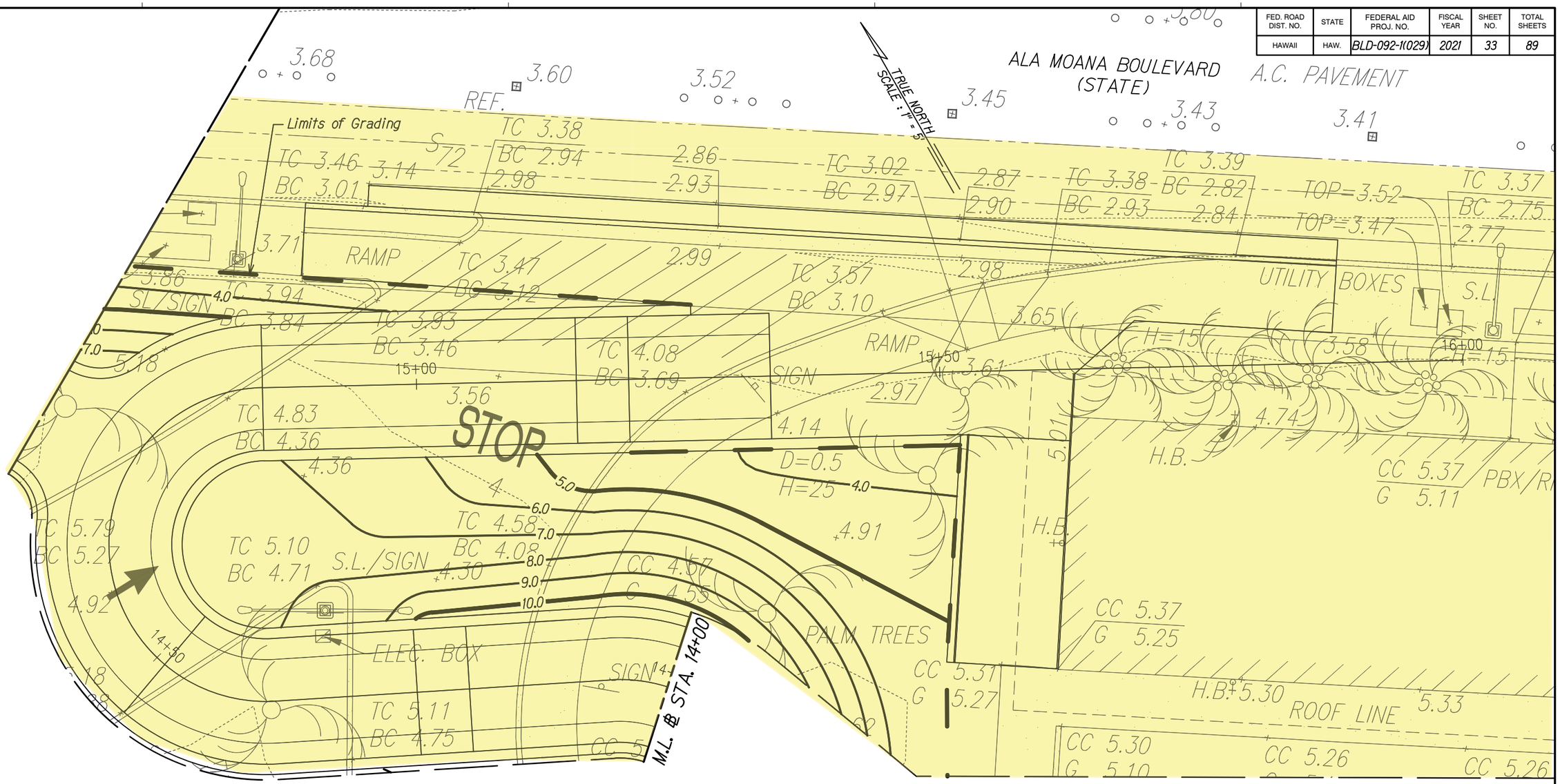
ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: 1"=5' Date: Feb. 2021

SHEET No. D-6 OF 7 SHEETS

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
	DRAFTED BY	
	DESIGNED BY	
	TRACED BY	
NOTE BOOK	DESIGNED BY	
	QUANTITIES BY	
No.	CHECKED BY	

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	33	89



PLAN
Scale: 1"=5'

ORIGINAL PLAN		DATE
SURVEY PLOTTED BY		
DRAWN BY		
TRACED BY		
DESIGNED BY		
QUANTITIES BY		
CHECKED BY		
NOTE BOOK No.		

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

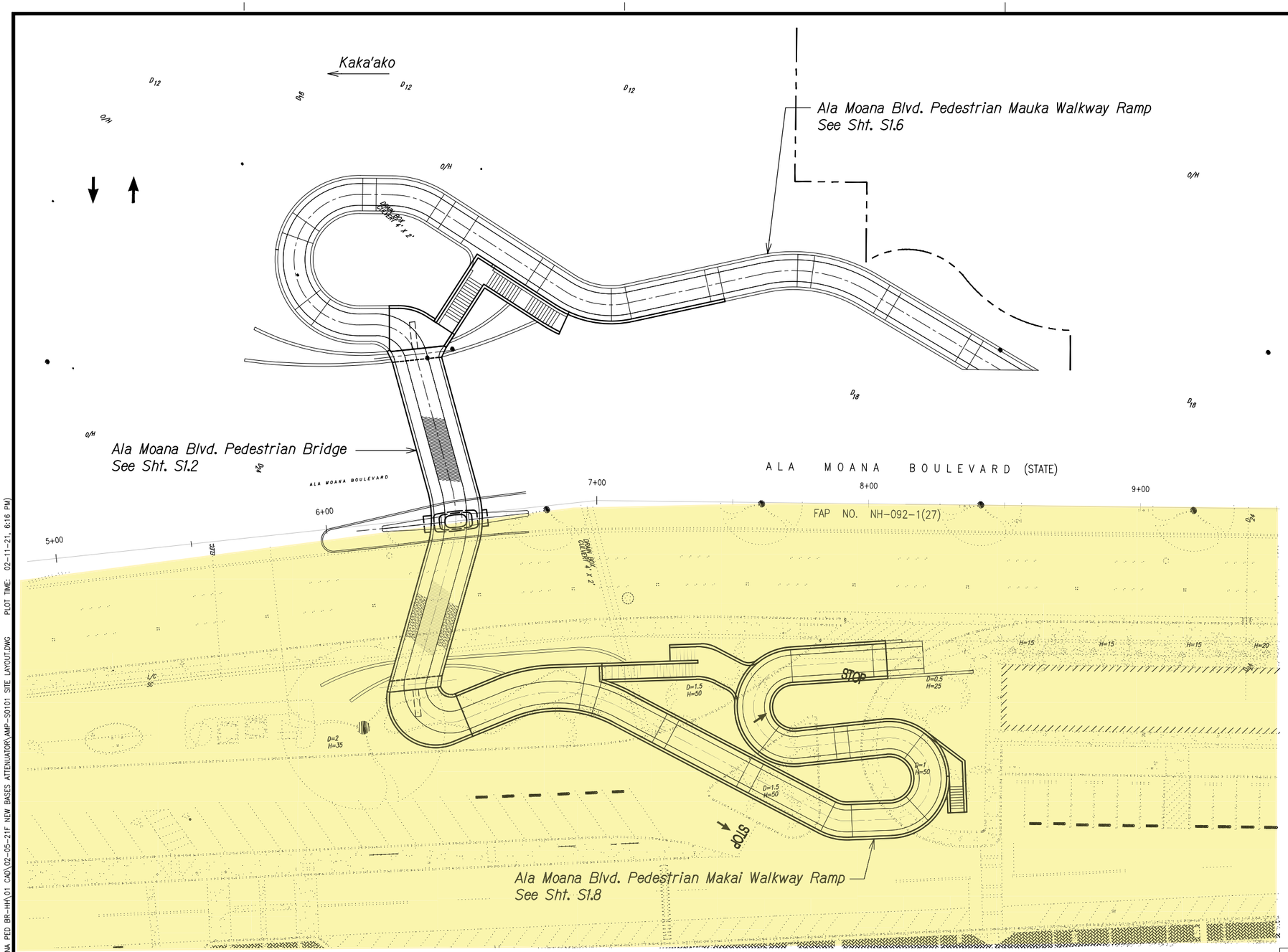
GRADING PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: 1"=5' Date: Feb. 2021

SHEET No. D-7 OF 7 SHEETS

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	39	89



WALKWAY LAYOUT PLAN

Scale: 1" = 20'-0"

A S1.1 | S1.1

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
NOTE BOOK	DRAWN BY	
	TRACED BY	
	DESIGNED BY	
	QUANTITIES BY	
No.	CHECKED BY	

DRAWING NAME: Z:\00 ONGOING\20-012-ALA MOANA PED BR-HH\01 CAD\02-05-21F NEW BASES ATTENUATOR\AMP-S0101 SITE LAYOUT.DWG PLOT TIME: 02-11-21, 6:16 PM)

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

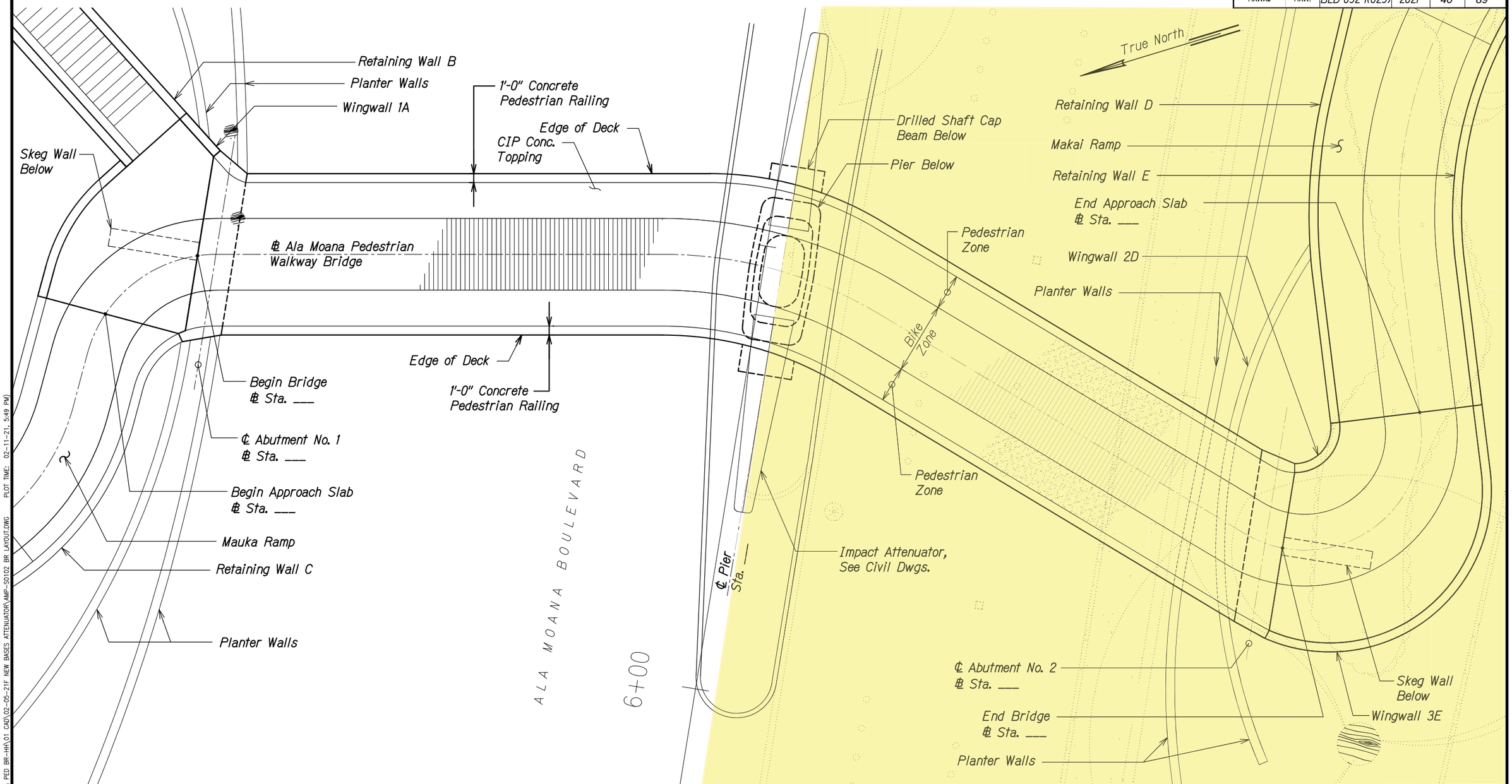
WALKWAY LAYOUT PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: As Noted Date: Feb. 2021

SHEET No. S1.1 OF 9 SHEETS

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	40	89



Legend:

Bike Zone with Sawcut Surface Finish

Pedestrian Zone with Exposed Aggregate or Epoxy and Broadcast Aggregate Surface Finish

BRIDGE LAYOUT PLAN

Scale: 3/16" = 1'-0"

A S1.2 S1.2

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

BRIDGE LAYOUT PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

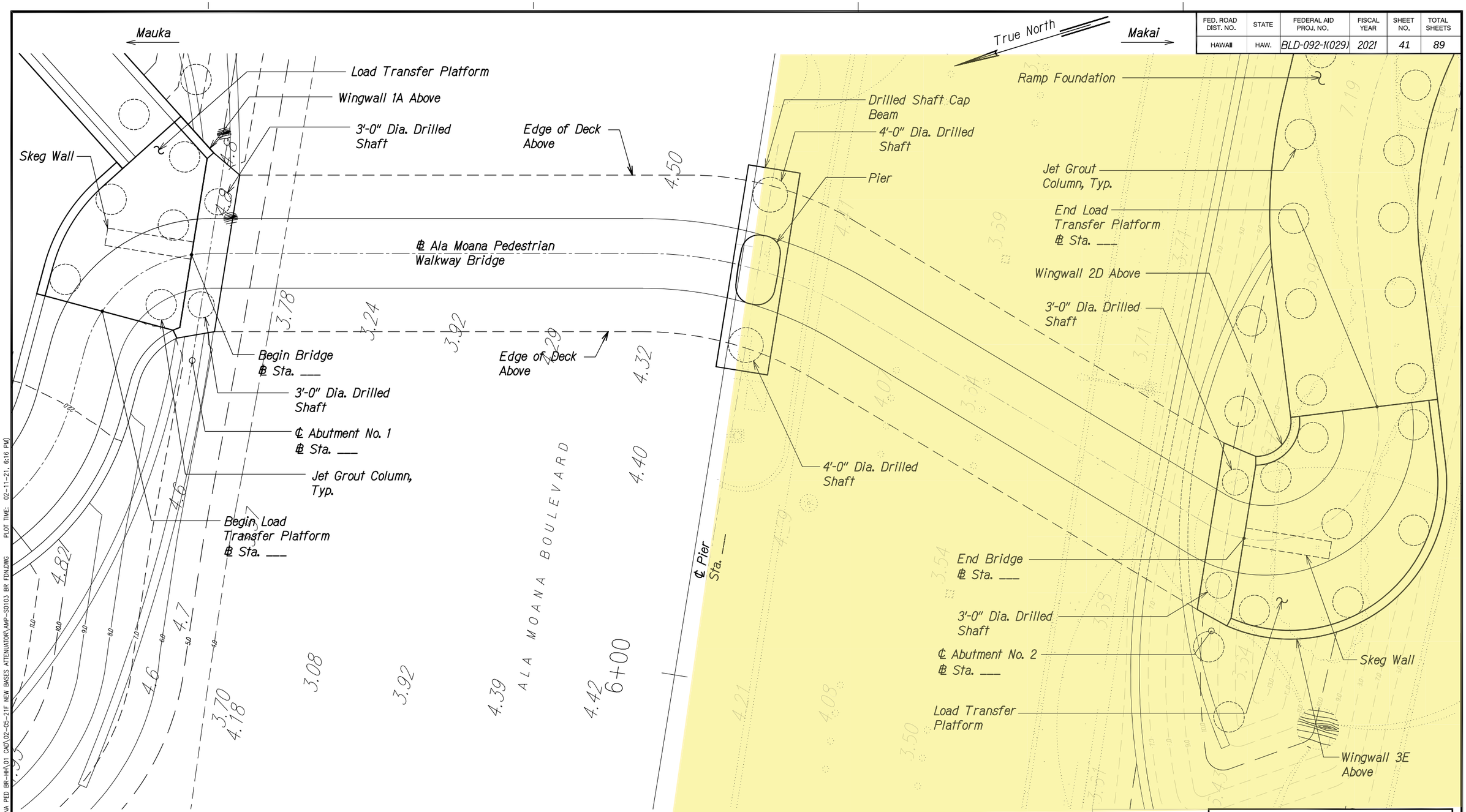
Scale: As Noted Date: Feb. 2021

SHEET No. S1.2 OF 9 SHEETS

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
	DRAWN BY	
NOTE BOOK	TRACED BY	
	DESIGNED BY	
	QUANTITIES BY	
No.	CHECKED BY	

DRAWING NAME: Z:\00 ONGOING\20-012-ALA MOANA PED BR-HH\01 CAD\02-05-21F NEW BASES ATTENUATOR\AMP-S0102 BR LAYOUT.DWG PLOT TIME: 02-11-21, 5:49 PM)

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	41	89



BRIDGE FOUNDATION PLAN

Scale: 3/16" = 1'-0"

A
S1.3 | S1.3

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

BRIDGE FOUNDATION PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

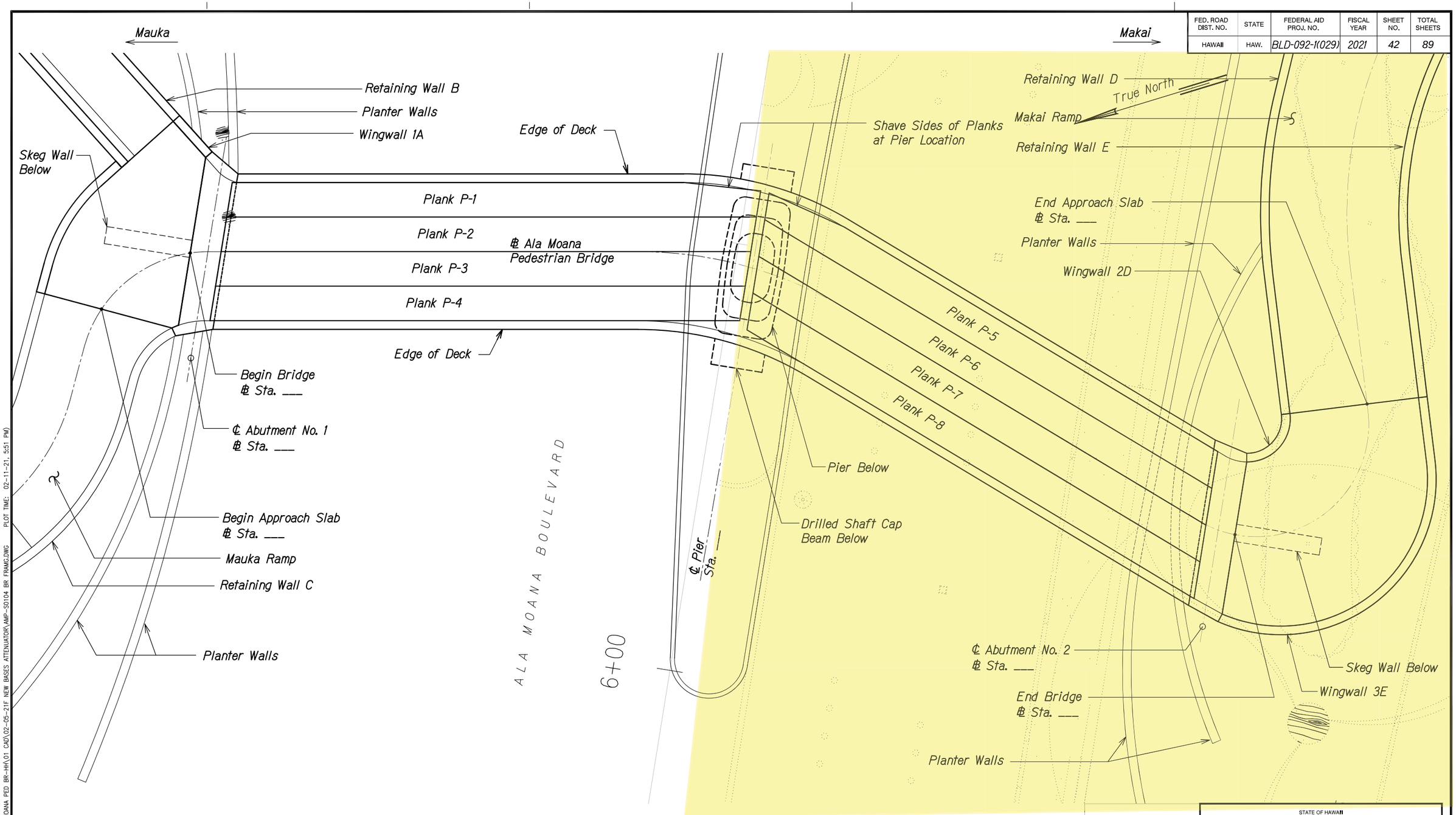
Scale: As Noted Date: Feb. 2021

SHEET No. S1.3 OF 9 SHEETS

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
	DRAWN BY	
NOTE BOOK	TRACED BY	
	DESIGNED BY	
	QUANTITIES BY	
No.	CHECKED BY	

DRAWING NAME: Z:\00 ONGOING\20-012-ALA MOANA PED BR-HHN\01 CAD\02-05-21F NEW BASES ATTENUATOR\AMP-S0103 BR FDN.DWG PLOT TIME: 02-11-21, 6:16 PM)

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	42	89



BRIDGE FRAMING PLAN

Scale: 3/16" = 1'-0"

A S1.4 S1.4

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

BRIDGE FRAMING PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: As Noted Date: Feb. 2021

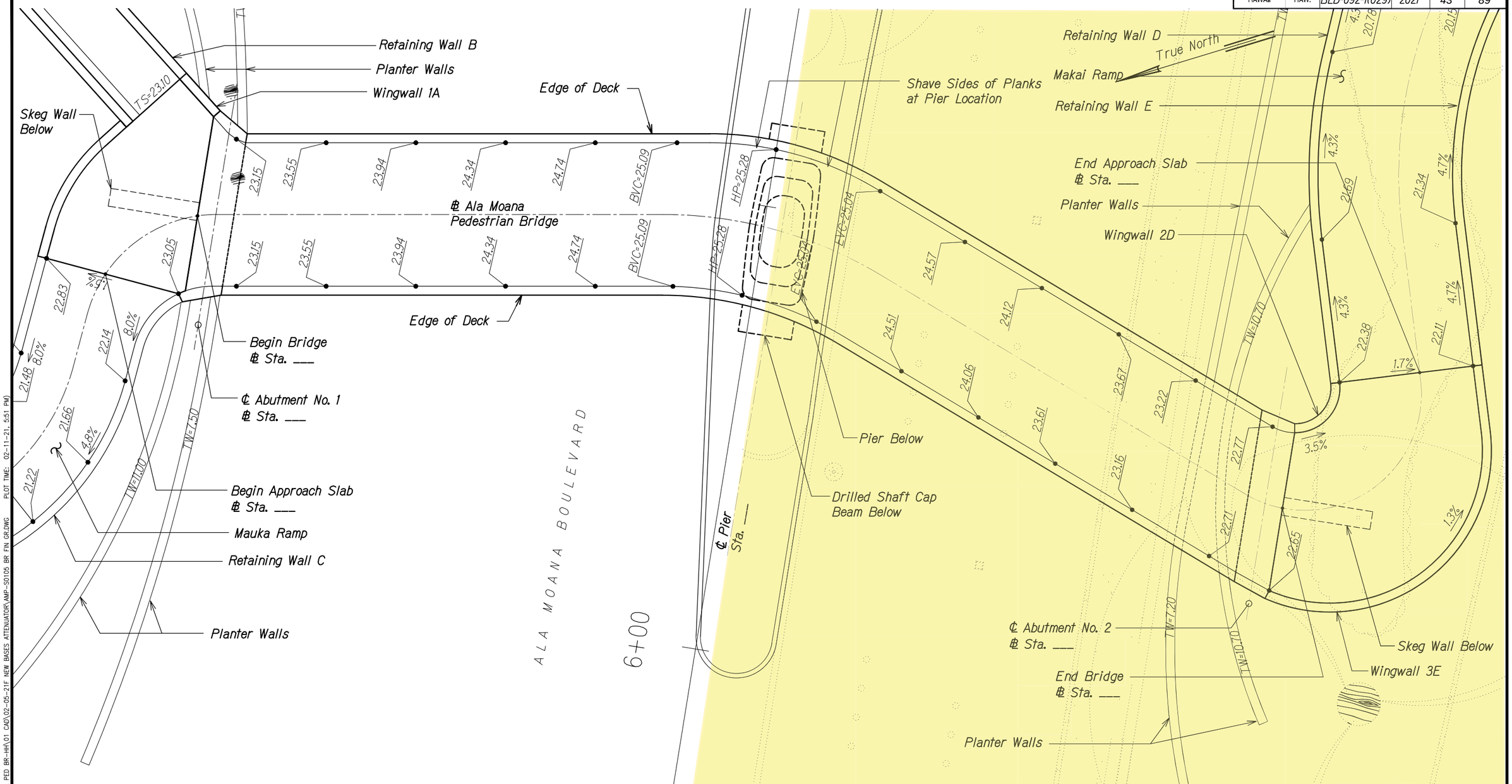
SHEET No. S1.4 OF 9 SHEETS

ORIGINAL PLAN | SURVEY PLOTTED BY | DRAWN BY | TRACED BY | DESIGNED BY | QUANTITIES BY | CHECKED BY | DATE

NOTE BOOK No.

DRAWING NAME: Z:\00 ONGOING\20-012-ALA MOANA PED BR-HH\01 CAD\02-05-21F NEW BASES ATTENUATOR\AMP-S0104 BR FRAMG.DWG PLOT TIME: 02-11-21, 5:51 PM)

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	43	89



BRIDGE FINISH GRADE PLAN

Scale: 3/16" = 1'-0"

A
S1.5 | S1.5

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

BRIDGE FINISH GRADE PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

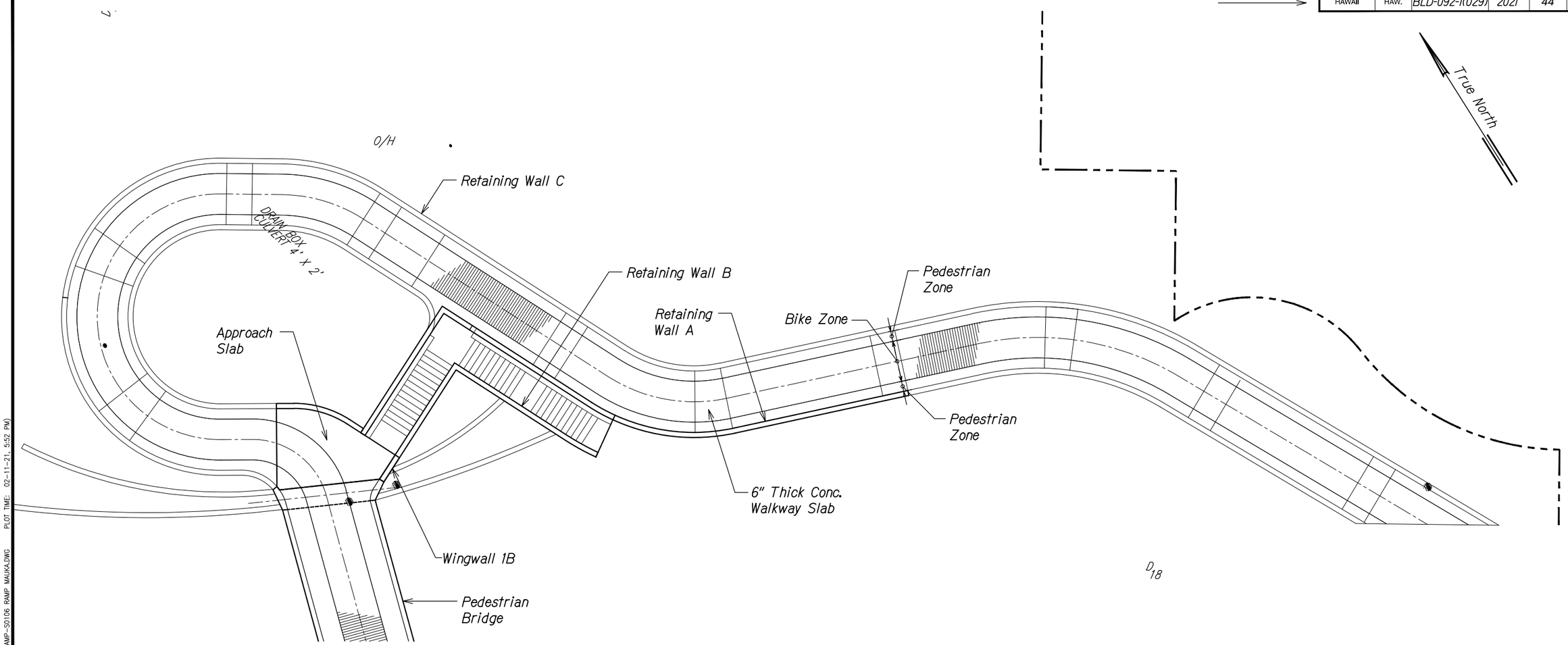
Scale: As Noted Date: Feb. 2021

SHEET No. S1.5 OF 9 SHEETS

ORIGINAL PLAN | SURVEY PLOTTED BY | DRAWN BY | TRACED BY | DESIGNED BY | QUANTITIES BY | CHECKED BY | DATE
NOTE BOOK No.

DRAWING NAME: Z:\00 ONGOING\20-012-ALA MOANA PED BR-HHN\01 CAD\02-05-21F NEW BASES ATTENUATOR\AMP-S0105 BR FIN GR.DWG PLOT TIME: 02-11-21, 5:51 PM

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	44	89



Legend:

- Bike Zone with Sawcut Surface Finish
- Pedestrian Zone with Exposed Aggregate or Epoxy and Broadcast Aggregate Surface Finish

MAUKA RAMP LAYOUT PLAN

Scale: 1" = 10'-0"

A S1.6 | S1.6

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

MAUKA RAMP LAYOUT PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

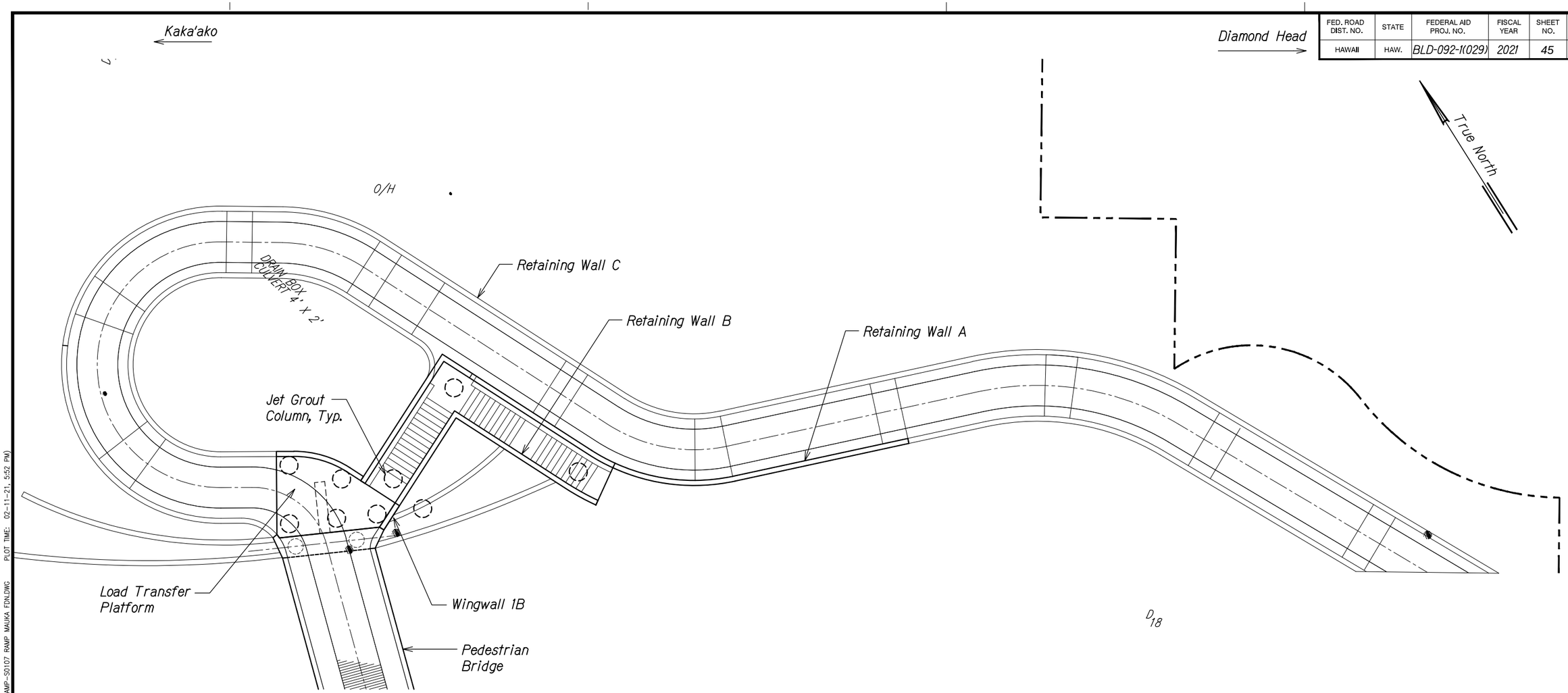
Scale: As Noted Date: Feb. 2021

SHEET No. S1.6 OF 9 SHEETS

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
	DRAWN BY	
NOTE BOOK	TRACED BY	
	DESIGNED BY	
No.	QUANTITIES BY	
	CHECKED BY	

DRAWING NAME: Z:\00 ONGOING\20-012-ALA MOANA PED BR-HH\01 CAD\02-05-21F NEW BASES ATTENUATOR\AMP-S0106 RAMP MAUKA.DWG PLOT TIME: 02-11-21, 5:52 PM)

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	45	89



MAUKA RAMP FOUNDATION PLAN

Scale: 1" = 10'-0"

A S1.7 | S1.7

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

MAUKA RAMP FOUNDATION PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

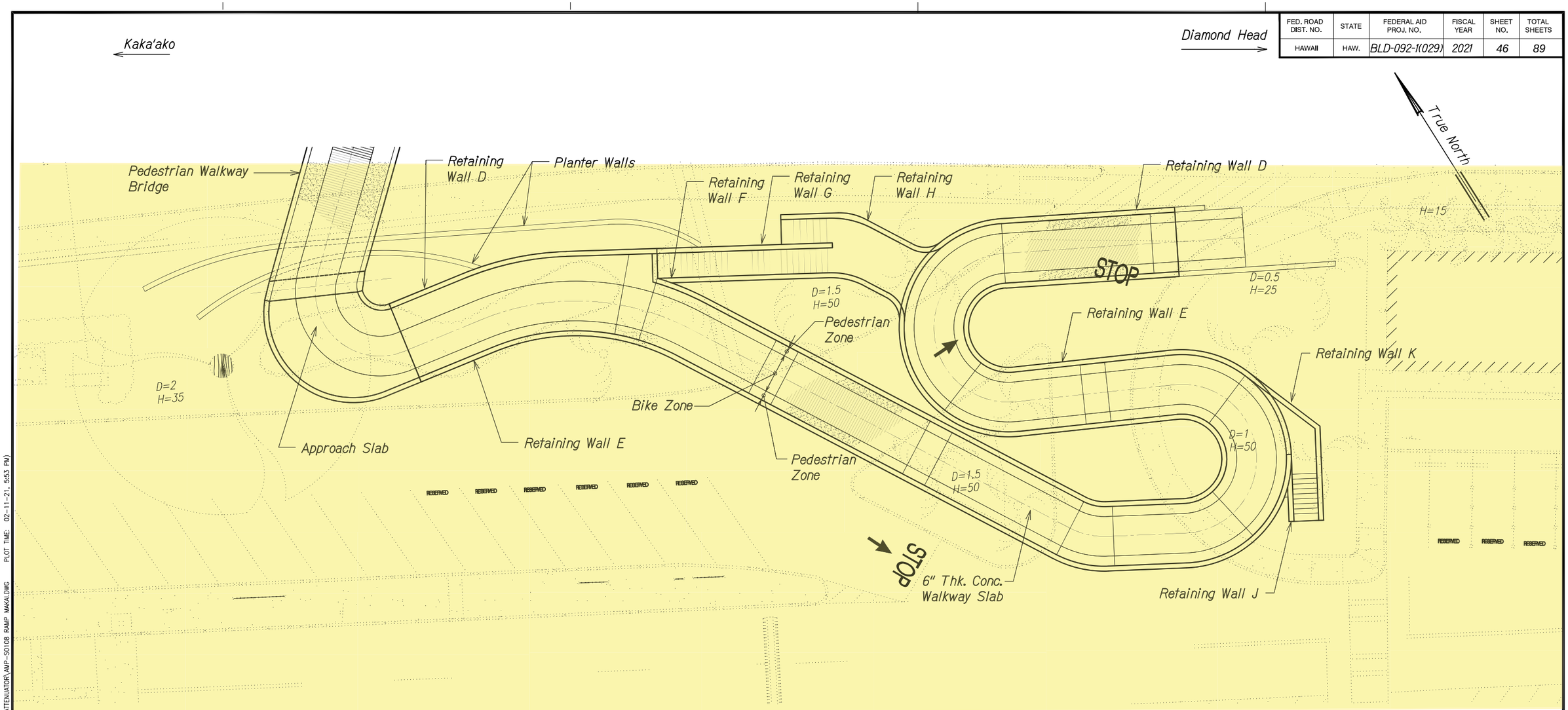
Scale: As Noted Date: Feb. 2021

SHEET No. S1.7 OF 9 SHEETS

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
NOTE BOOK	DRAWN BY	
No.	TRACED BY	
	DESIGNED BY	
	QUANTITIES BY	
	CHECKED BY	

DRAWING NAME: Z:\00 ONGOING\20-012-ALA MOANA PED BR-HH\01 CAD\02-05-21F NEW BASES ATTENUATOR\AMP-S0107 RAMP MAUKA FDN.DWG PLOT TIME: 02-11-21, 5:52 PM)

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	46	89



MAKAI RAMP LAYOUT PLAN

Scale: 1" = 10'-0"

A S1.8 | S1.8

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

MAKAI RAMP LAYOUT PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

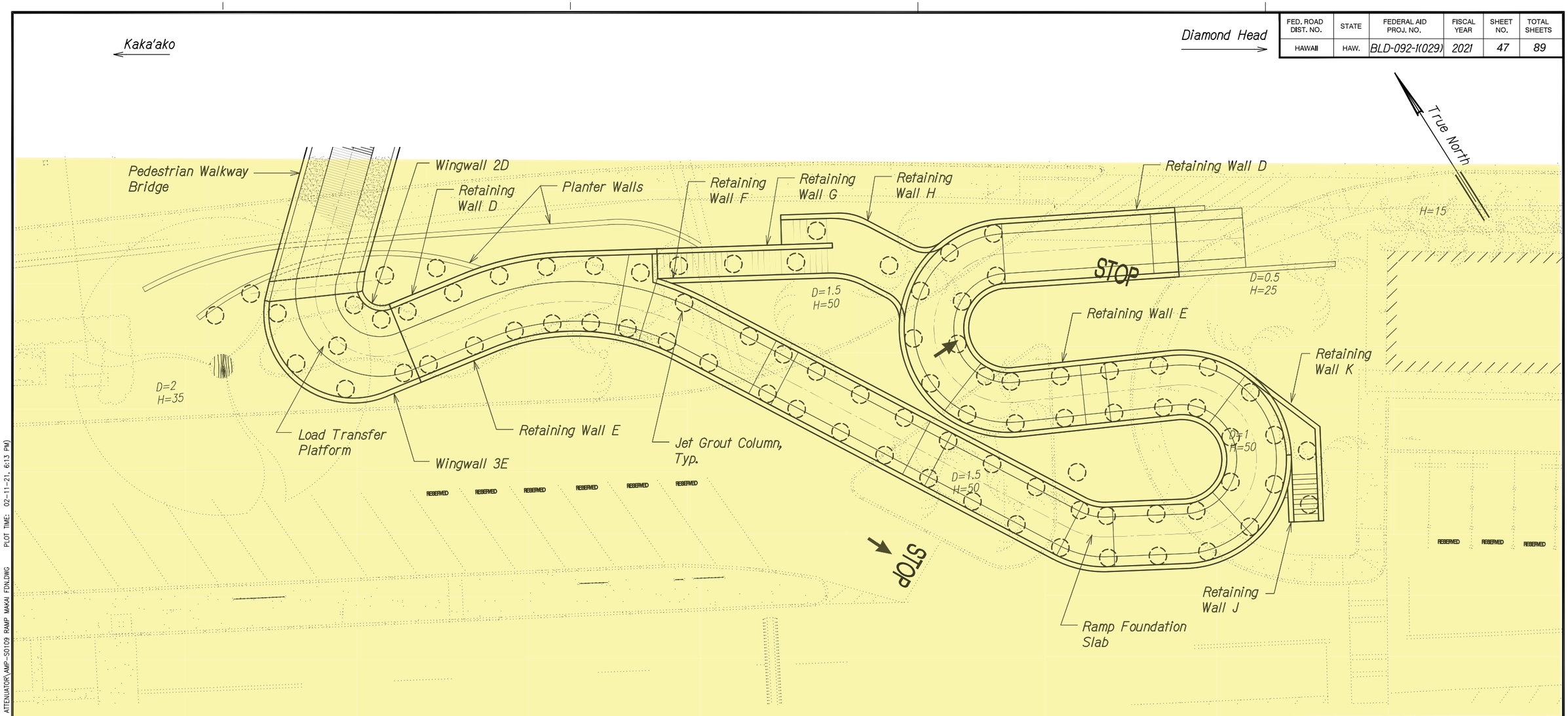
Scale: As Noted Date: Feb. 2021

SHEET No. S1.8 OF 9 SHEETS

ORIGINAL PLAN | SURVEY PLOTTED BY | DRAWN BY | TRACED BY | DESIGNED BY | QUANTITIES BY | CHECKED BY | DATE | NOTE BOOK No.

DRAWING NAME: Z:\00 ONGOING\20-012-ALA MOANA PED BR-HH\01 CAD\02-05-21F NEW BASES ATTENUATOR\AMP-S0108 RAMP MAKAI.DWG PLOT TIME: 02-11-21, 5:53 PM

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	47	89



MAKAI RAMP FOUNDATION PLAN

Scale: 1" = 10'-0"

A
S1.8 | S1.8

DRAWING NAME: Z:\00 ONGOING\20-012-ALA MOANA PED BR-HH\01 CAD\02-05-21F NEW BASES ATTENUATOR\AMP-S0109 RAMP MAKAI FDN.DWG PLOT TIME: 02-11-21, 6:13 PM

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NOTE BOOK	DRAWN BY	
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	QUANTITIES BY	
No.	CHECKED BY	

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

MAKAI RAMP FOUNDATION PLAN

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: As Noted Date: Feb. 2021

SHEET No. S1.9 OF 9 SHEETS

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
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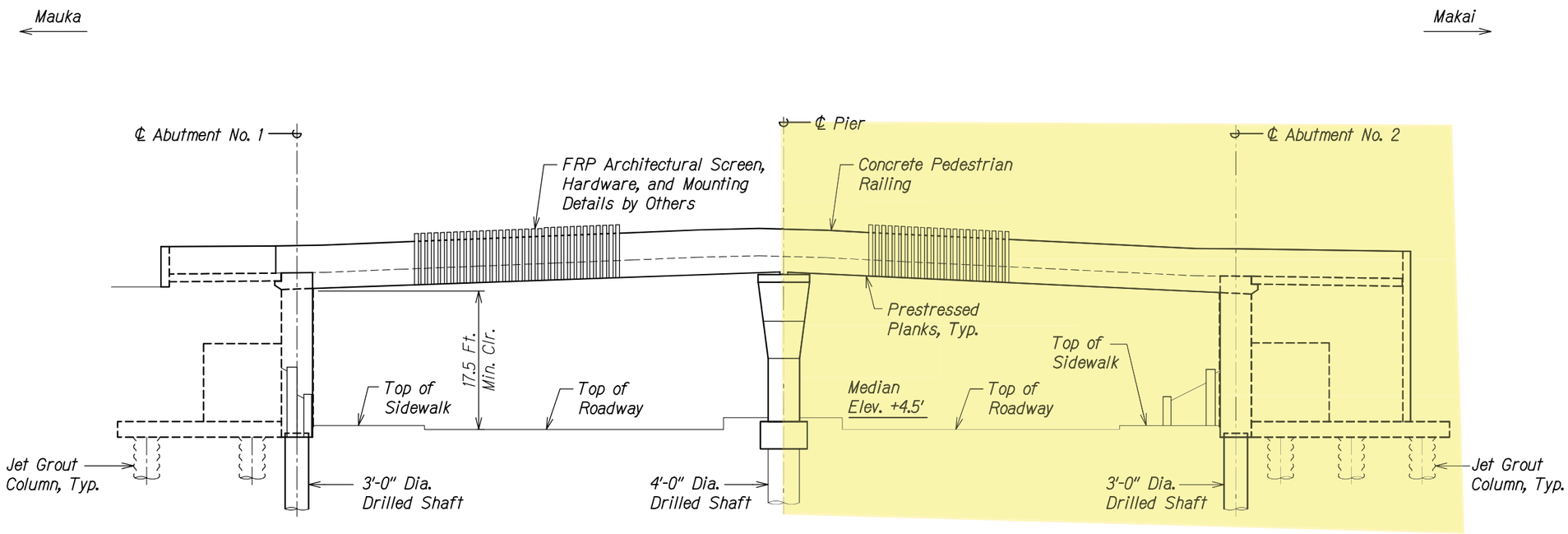

BRIDGE ELEVATION

Scale: 1/8" = 1'-0"

A
S2.1 | S2.1

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

BRIDGE ELEVATION

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: As Noted Date: Feb. 2021

SHEET No. S2.1 OF 3 SHEETS

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
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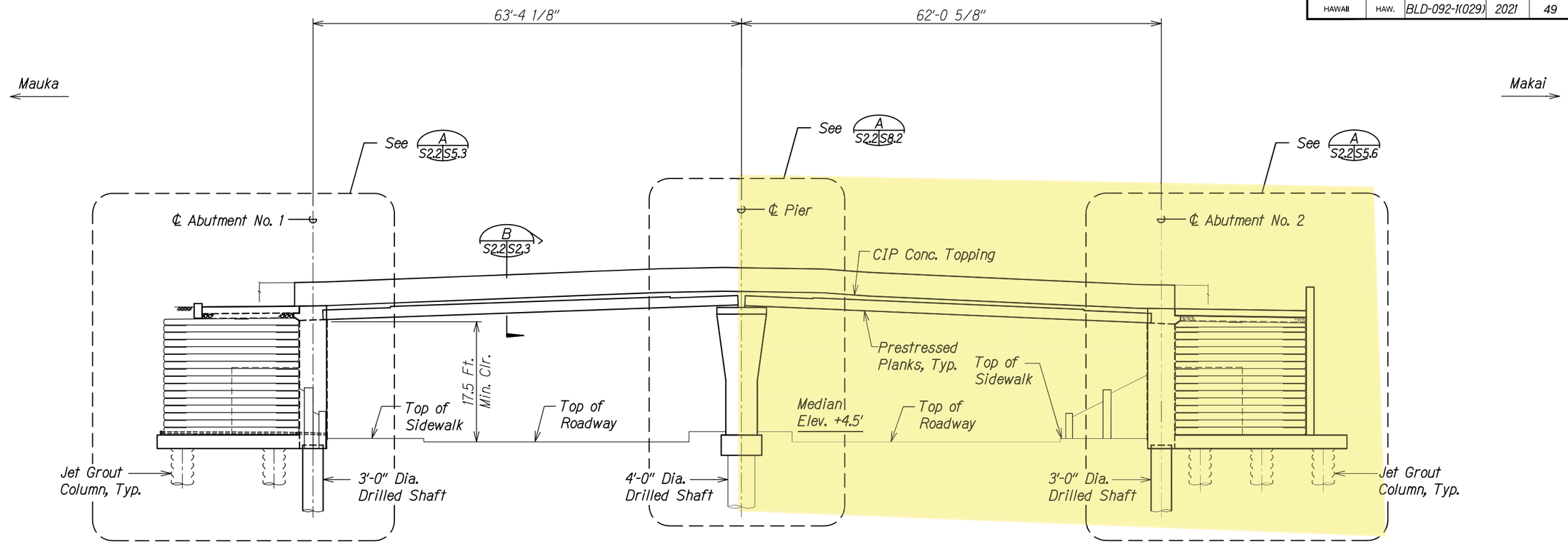

BRIDGE LONGITUDINAL SECTION (A S2.2 | S2.2)

Scale: 1/8" = 1'-0"

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NOTE BOOK	TRACED BY	
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	QUANTITIES BY	
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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

BRIDGE LONGITUDINAL SECTION

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: As Noted Date: Feb. 2021

SHEET No. S2.2 OF 3 SHEETS

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
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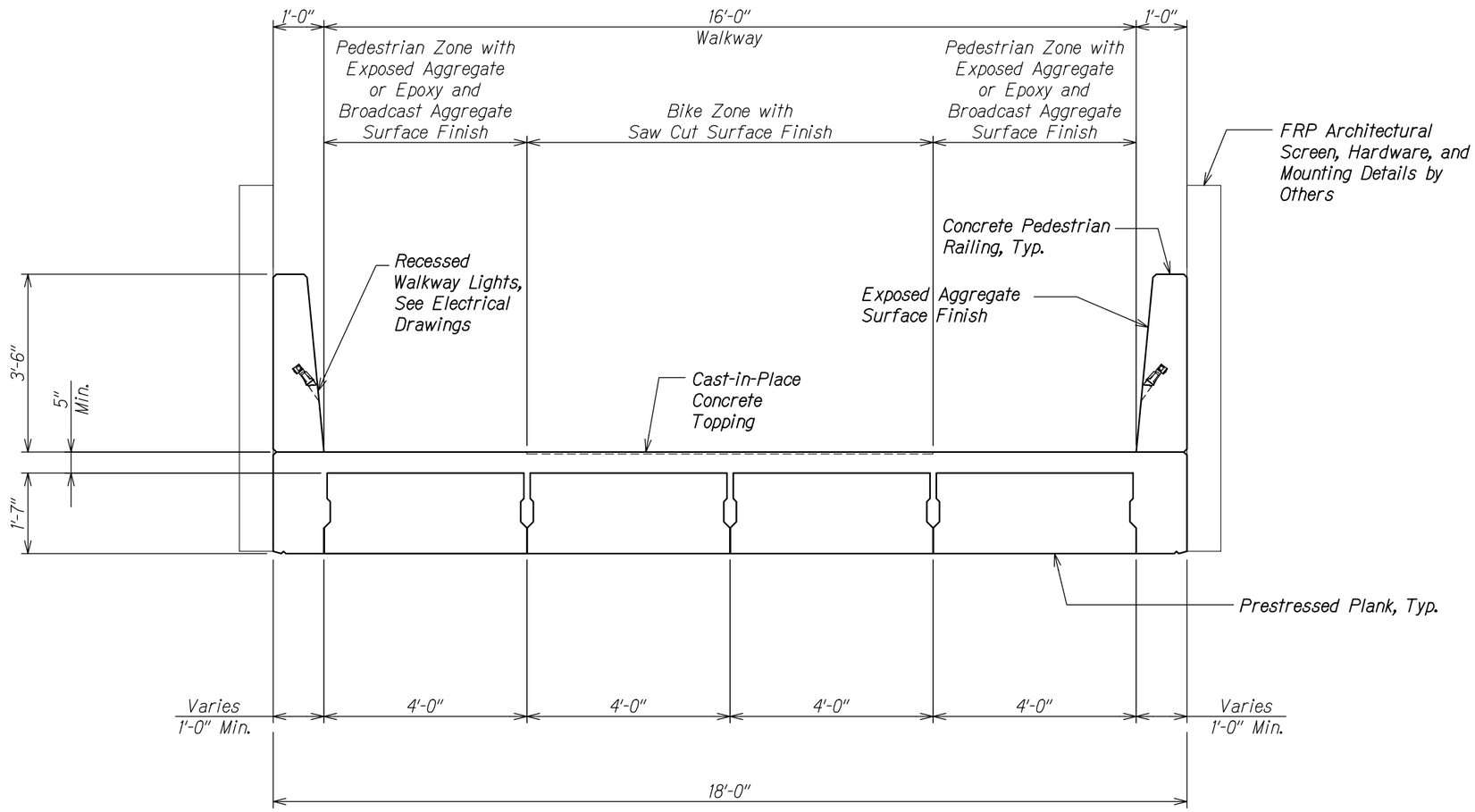

BRIDGE TRANSVERSE SECTION

A S2.3 | S2.3

Scale: 3/4" = 1'-0"

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

BRIDGE TRANSVERSE SECTION

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: As Noted Date: Feb. 2021

SHEET No. S2.3 OF 3 SHEETS

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NOTE BOOK No.

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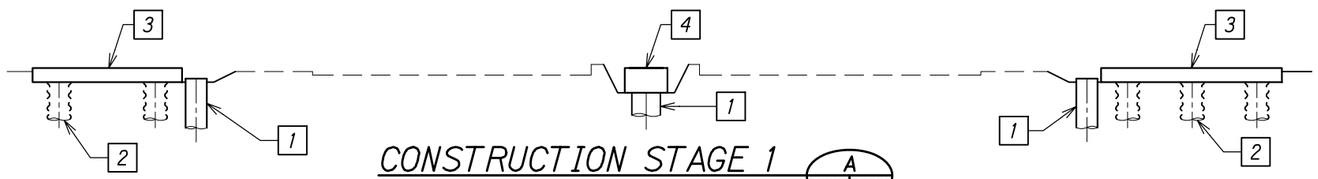
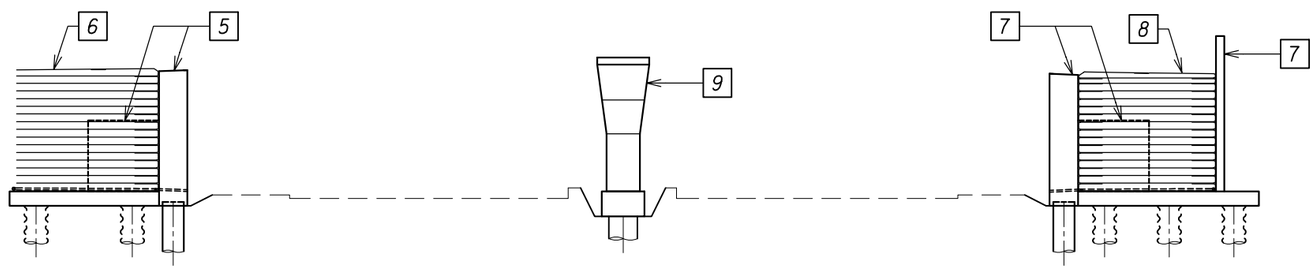
FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BLD-092-1(029)	2021	89	89

Mauka ← → Makai



CONSTRUCTION STAGE 1 (A / S14.1 | S14.1)
Scale: 3/32" = 1'-0"



CONSTRUCTION STAGE 2 (B / S14.1 | S14.1)
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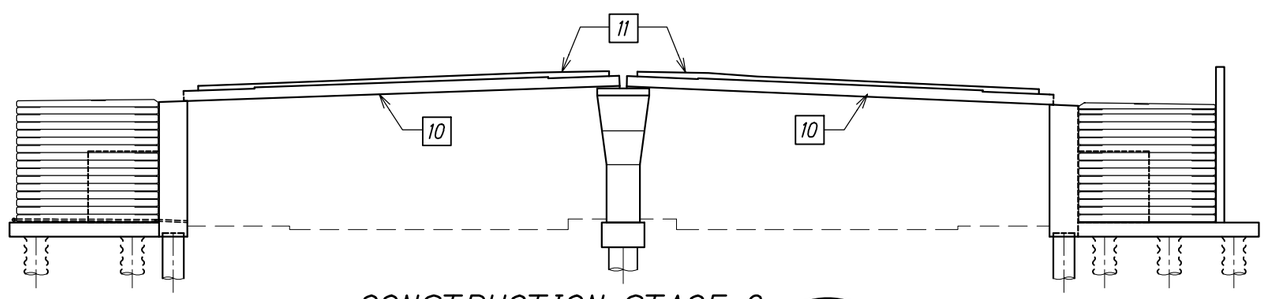

CONSTRUCTION STAGE 3 (C / S14.1 | S14.1)
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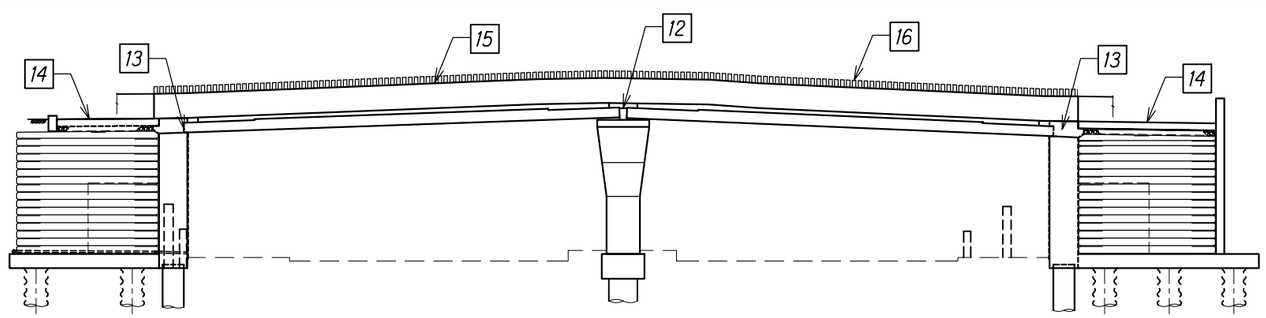

CONSTRUCTION STAGE 4 (A / S14.1 | S14.1)
Scale: 3/32" = 1'-0"

CONSTRUCTION STAGE 1

1. Install drilled shafts at Abutment and Pier locations.
2. Install jet grout columns at Mauka and Makai sides of walkway ramp.
3. Construct load transfer platform slab above jet grout columns.
4. Construct drilled shaft cap at Pier location.

CONSTRUCTION STAGE 2

5. Construct Mauka Abutment, skeg wall, and wingwall.
6. Place GRS backfill behind Mauka Abutment and along Mauka side of walkway ramps. Allow surcharge fill to sit for a period of 3 months prior to any further construction work in the immediate vicinity.
7. Construct Makai Abutment, skeg wall, and wingwalls.
8. Place GRS backfill behind Makai Abutment above load transfer platform.
9. Construct Pier.

CONSTRUCTION STAGE 3

10. Erect prestressed planks.
11. Pour concrete topping.

CONSTRUCTION STAGE 4

12. Pour hinge diaphragm at Pier.
13. Pour end beam and corbel at Abutments.
14. Place approach slabs.
15. Pour pedestrian railing.
16. Install FRP architectural screen.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

BRIDGE CONSTRUCTION SEQUENCE

ALA MOANA BOULEVARD
ELEVATED PEDESTRIAN WALKWAY
Federal Aid Project No. BLD-092-1(029)

Scale: As Noted Date: Feb. 2021

SHEET No. S14.1 OF 1 SHEETS

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
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ATTACHMENT F

ADDITIONAL INFORMATION

DAVID Y. IGE
GOVERNOR

HIGHWAY DESIGN BRANCH, ROOM 688A
BRIDGE DESIGN SECTION, ROOM 611
CADASTRAL DESIGN SECTION, ROOM 600
ENVIRONMENTAL DESIGN SECTION, ROOM 688A
HIGHWAY DESIGN SECTION, ROOM 609
HYDRAULIC DESIGN SECTION, ROOM 636
TECHNICAL DESIGN SECTION, ROOM 688

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
601 KAMOKILA BOULEVARD
KAPOLEI, HAWAII 96707

IN REPLY REFER TO:
HWY-DD 2.5033

February 26, 2021

VIA HAWAII CULTURAL RESOURCE INFORMATION SYSTEM

TO: SUZANNE D. CASE
CHAIRPERSON AND STATE HISTORIC PRESERVATION OFFICER
DEPARTMENT OF LAND AND NATURAL RESOURCES

ATTN: ALAN DOWNER, Ph.D.
ADMINISTRATOR AND DEPUTY STATE HISTORIC PRESERVATION OFFICER
STATE HISTORIC PRESERVATION DIVISION

FROM: KAREN CHUN Karen Chun
ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: HAWAII REVISED STATUES CHAPTER 6E-8 AND HAWAII ADMINISTRATIVE RULES (HAR) 13-13-275, EVALUATION OF SIGNIFICANCE AND EFFECT DETERMINATION
ALA MOANA BOULEVARD ELEVATED PEDESTRIAN WALKWAY, KAKAAKO, HONOLULU AHUPUAA, HONOLULU (KONA) DISTRICT, OAHU, FEDERAL AID PROJECT NO. BLD-092-1(029).
TAX MAP KEY(S): [1] 2-3-001:129, 130; 2-1-058: 132, 133; AND ALA MOANA BOULEVARD RIGHT-OF-WAY

In accordance with Hawaii Revised Statues Chapter 6E-8 and Chapter 13-13-275 of the HAR, the State of Hawaii Department of Transportation (HDOT), requests the State Historic Preservation Officer's concurrence with the significance evaluation of State Inventory of Historic Places (SIHP) #50-80-14-7655 in accordance with HAR 13-275-6 and the project effect determination of "Effect, with proposed mitigation commitments" in accordance with HAR 13-275-7.

Project Overview

HDOT is proposing to build an elevated pedestrian and bicycle walkway over Ala Moana Boulevard between Ward Avenue and Kamakee Street. The project envisions a 'land bridge' for pedestrians and cyclists from adjacent land uses to walk or bike across Ala Moana Boulevard,

connecting them to oceanfront Ala Moana Beach Park, Kewalo Basin, and Kakaako Waterfront Park. See Figure 1 and 2 for a project concept and visual rendering. A project location map is provided in Figure 3.

Project Area Description and Scope of Work

The project area measures about 0.73 acres and includes portions of parcels: [1] 2-3-001:129 and :130; and 2-1-058:132 and :133, as well as the Ala Moana Boulevard Right-of-Way. The project area is shown in Figure 3.

Anticipated ground disturbance includes excavations for bridge foundations, retaining wall foundations, tree plantings, irrigation lines, light pole foundations, and electrical wiring. The bridge will be supported by three bridge foundations, which includes a central pier in the highway median and bridge piers at the mauka and makai landings. The bridge piers are estimated to be up to four feet wide and five feet deep which will be supported by three 3-foot to 5-foot diameter drilled shafts, each reaching approximately depths of 65-85 feet.

Retaining walls will abut the bridge piers at the mauka and makai landings. The retaining walls include spread footings up to 10 feet wide and 5 feet deep which will be supported beneath by 3-foot diameter grout columns. Grout columns for the retaining walls will be constructed by drilling a 6-inch diameter hole to a depth of about 15 feet then injecting grout into the soil as the drill is removed. Dimensions and sizing are subject to change since design is preliminary.

At this time, no utilities are expected to be relocated.

Historic Properties within Project Area

A Draft Archaeological Inventory Survey Report (AISR) was prepared by Cultural Surveys Hawaii (CSH) (Farley et al., 2020) in accordance with HAR Chapter 13-275 and in compliance with the *Rules Governing Standards for Archaeological Inventory Surveys and Reports* (HAR Chapter 13-276). HDOT submitted the AISR for State Historic Preservation Division (SHPD) review on October 30, 2020. However, the AISR does not contain HDOT's significance evaluations for the identified historic resources. With this letter, HDOT is providing the significance assessments for the historic resources documented in the AISR.

Efforts to identify historic properties involved a subsurface testing program, which is shown in Figure 4. The subsurface testing program was an important aspect of identification efforts due to subsurface resources encountered in previous studies adjacent to the project area.

The project's testing strategy builds upon test excavations from Victoria Ward, Limited's (VWL's) prior Archaeological Inventory Survey (AIS) investigation of Block B East which was conducted by CSH in 2014 (Pammer et al.). Pammer's study included four test excavations that occur near the mauka bridge landing site within the project's footprint. Geotechnical boring observations and test excavations were also conducted where pier footings or bridge foundations and undisturbed deposits may occur. The AIS testing strategy was coordinated between the (SHPD) and consulting parties prior to fieldwork.

As a result of the archaeological field investigation, as well as archival research, five historic properties were identified in the project area: SIHP #50-80-14-7655 (7655), 50-80-14-7658 (7658), 50-80-14-7659 (7659), 50-80-14-7660 (7660), 50-80-14-8925 (8925). See Figure 5. In addition, Kewalo Harbor was evaluated as a potential historic resource.

Evaluation of Significance HAR, § 13-275-6

Table 1 summarizes the identified historic resources, and preliminary assessments for those resources that may be directly affected by the project. Pursuant to HAR **§** 13-275-6 (b), it includes the resource's integrity of location, design, setting, materials, workmanship, feeling, and association to determine whether the resource meets the regulatory standard for a historic resource to be deemed significant.

Table 1 – Assessment of Significance for Identified Historic Properties (HAR 13-275-6)

SIHP # 50-80-14	AIS Test Excavation (Excavation numbers prefaced by TE are from Pammer et al. (2014)	Formal Type/Name	Function	Age	Assessment of Significance								
					Integrity							State Significance Criteria (HAR 13-275-6)	Determined Significant
					Location	Design	Setting	Materials	Workmanship	Feeling	Association		
7655	TE 28	Buried post-Contact salt pan remnants, cultural deposits, and human burials	Salt production, cultural activity, human internment	Post-Contact	Y	Y	N	Y	Y	Y	N	c, d, e	Y
7658	TE 14, 28, 32; T-1	Buried post-Contact surfaces and structural remnants	Infrastructure	Post-Contact	Y	Y	N	Y	N	N	N	d	N
7659	n/a	Ward Estate concretized auwai	Drainage/irrigation	Post-Contact	Y	Y	N	N	N	N	N	d	N
7660	TE 32	Post-Contact trash fill	Refuse disposal, fill material	Post-Contact	Y	N	N	N	N	N	N	d	N
8925	T-4	Subsurface cultural layer	Habitation/activity a	Post-Contact, possibly also pre-contact	Y	Y	N	N	N	N	N	d	N
	n/a	Kewalo Basin	Industry	Early 20th Century (1920-1940)	Y	N	N	N	N	N	Y	a	N

SIHP # -7655 is a previously identified historic property consisting of buried post-Contact salt pan remnants, cultural deposits, and human burials. The complex is at least 10.5 acres, spanning the area between Ala Moana Boulevard and Queen Street, and Ward Avenue and Kamakee Street, occurring on properties owned by VWL. The site was previously assessed by Pammer et al in 2014 as significant under Hawaii state historic property significance Criterion c (embodies the distinctive characteristics of a type, period, or method of construction, represents the work of a master, or possesses high artistic value), Criterion d (has yielded, or may be likely to yield, information important for research on prehistory or history), and Criterion e (have an important value to the native Hawaiian people or to another ethnic group of the State due to associations with cultural practices once carried out, or still carried out, at the property or due to associations with traditional beliefs, events or oral accounts—these associations being important to the group's history and cultural identity) for its representation of post-Contact salt production activity. The salt pan berms and remnants embody the distinctive methods of construction for post-Contact salt making. As a complex, it has potential to improve upon the current understanding of land use within Kakaako during the 19th century, offering insight into the variety of land uses related to salt works. Because it possesses integrity of location, design, materials, workmanship, and feeling, SIHP # -7655 has the potential to yield additional important information on the overall architectural design of historical salt works, as well as cultural use of the complex. It is additionally assessed as eligible for inclusion on the National Register under Criteria c and d.

SIHP # -7658 is a previously identified historic property consisting of buried post-Contact surfaces and structural remnants. Pammer et al. (2014) documented a component of SIHP # -7658 in the mauka portion of the current project area. These components consist of a wood post remnant in TE 14, a compacted cinder surface in TE 28, as well as coral and tar pavement in TE 32. These items likely date to the early and/or mid-twentieth century, and occur on property under the jurisdiction of both Victoria Ward Limited and HDOT. During the current AIS fieldwork, one new component of SIHP # -7658 was identified. This new component comprises two adjacent fill deposits. All are interpreted as the former surface and posts of Ala Moana Boulevard (formerly called "Beach Road"). Portions of the surface had been highly disturbed by prior utility installation. SIHP # -7658 was previously assessed as significant under Hawaii state historic property significance Criterion d (has yielded, or is likely to yield, information important for research on prehistory or history). This assessment was based on the historic property's potential to provide additional information on twentieth century commercial infrastructure within Kakaako. Although SIHP # -7658 was previously assessed as significant under Hawaii state significance Criterion d, it is a modest archaeological deposit with limited information potential. HDOT's assessment is that the archaeological resource does not possess sufficient integrity of location, design, setting, materials, workmanship, feeling, and association required for eligibility to the Hawaii State Register.

SIHP # -7659 is a previously identified historic property consisting of the Ward Estate concretized auwai. It is a linear water channel that conveys a mix of pumped groundwater and storm drain water. It is a continuous sub-surface feature running mauka-makai from Kapiolani Boulevard to Kewalo Basin. Subsurface testing has not encountered the feature, however the orientation of the auwai documented in previous studies and historical maps, suggest that it extends through the project area. SIHP # -7659 was previously assessed by Pammer et al (2014) as significant under Hawaii state historic property significance Criterion d (has yielded, or is likely to yield, information important for research on prehistory or history). This assessment was based on the historic property's potential to provide information on land modification associated with the Kewalo reclamation project and subsequent urban development. HDOT agrees with Pammer's assessment, however, because it is a modest archaeological deposit with limited information potential, it is not deemed eligible for the State Register.

SIHP # -7660 is a previously identified historic property comprising post-Contact trash fill within an abandoned concrete storm drain box on land owned by VWL. SIHP # -7660 was previously assessed (Pammer et al. 2014) as significant under Hawaii state historic property significance Criterion d (has yielded, or may be likely to yield information important for research on prehistory or history). This assessment was based on the historic property's potential to provide information on the urban expansion of Honolulu into Kakaako. Although it retains integrity of location and materials, HDOT's assessment is that the archaeological resource does not possess all aspects of integrity required for eligibility to the Hawaii State Register. It is a modest archaeological deposit with limited information potential.

SIHP # -8925 is a newly identified historic property comprising a buried, culturally enriched A horizon with two associated features, designated as Features 1 and 2, on land owned by VWL. Feature 1 is a pit feature interpreted as a post mold, and Feature 2 is a discontinuous charcoal lens. SIHP # -8925 is assessed as potentially significant under Hawaii state historic property significance Criterion d (has yielded, or is likely to yield, information important for research on prehistory or history). This historic property has provided and can potentially provide additional information on coastal Kakaako land use prior to modern urban development. Although it retains integrity of location, materials, and design, HDOT's assessment is that the archaeological resource does not possess integrity required for eligibility to the Hawaii State Register.

Kewalo Harbor (also known as Kewalo Basin) is a modern commercial boat harbor that has been heavily and continually modified since its pre-contact use to meet user needs. It is owned by the Hawaii Community Development Authority. In 2010, CSH prepared an Archaeological Literature Review and Field Inspection Report (LRFI) in support of the 2011 Final Environmental Impact Statement for Kewalo Basin Repairs, documenting the Harbor's history (Hammatt and Shideler, 2010). Kewalo Harbor is assessed as significant under State historic property significance Criterion a (associated with events that have made an important contribution to the broad patterns of our history) for its association with the sampan fishing fleet

from the 1920s-1940s. Sampan boats, contributed to the rise of Hawaii's commercial fishing industry, and influenced development patterns in the immediate area of the harbor. Kewalo Basin is also significant under Criterion a because it is part of the 1920s and 1930s dredging operations that included the Ala Wai Canal, Ala Wai Basin, and Ala Moana Beach Park.

Although Kewalo Harbor is historically significant, a detailed look at the continual modifications to the basin itself, and the surrounding Kakaako land uses reveal that integrity of design, setting, and workmanship needed to convey the property's period of significance are no longer apparent. See enclosed maps, and photographs. The aerial photographs in Figures 6 through 8 show distinct changes from 1927[1] to 1955. Note the 8-acre peninsula that was placed along the makai side of Kewalo Basin from dredged material, as well as the herring-bone shaped pier that was added in 1955. Additional herring bone piers would be added in the years that follow. Photos in Figure 9 capture what Kewalo Basin was like when the sampan boats would dock. While Kewalo Basin still operates as a harbor, it has succumbed to the feeling and setting of a modern harbor. Sampan boats, their maintenance facilities, canneries, and related land uses are not prevalent. Therefore while Kewalo Basin is historically significant, it is not considered eligible for the Hawaii State Register.

Section 7 of the AISR provides a summary of consultation conducted.

Effects to Significant Historic Properties, HAR §13-275-7

Of the six historic properties within the project limits, only SIHP # -7655 (buried post-Contact salt pan remnants, cultural deposits, and human burials) is assessed as being a significant historic property. SIHP # -7655 has been documented extensively and previously assessed during prior archeological investigations. Available information does not provide an indication of the exact makai extent or boundary of SIHP #V-7655, however, the extensive documentation during the VWL Block B East AIS (Pammer et al. 2014) indicates that the far makai extent of this historic property may extend only into the mauka-most portion of the project area.

Archaeological Data Recovery in the form of an archaeological monitoring program is proposed for project-related ground disturbance in the vicinity of SIHP #-7655 and would proceed according to a SHPD-accepted archaeological monitoring plan.

[1]The independent fishermen that made up the sampan fleet were ordered to relocate to Kewalo Basin in 1929. MacFarlane Tuna Company, incorporated as Hawaiian Tuna Packers, Ltd., also moved to Kewalo in 1929. Demand for canned tuna exploded locally and on the mainland in the 1920s and 1930s. In 1937, 65 of the 250 sampan fishermen on Oahu took their catch (aku and ahi) to the Hawaiian Tuna Packers at Kewalo. Hawaiian Tuna Packers Cannery closed in 1985, but the decline in sampan boats began with World War II (Hammatt and Shideler 2010).

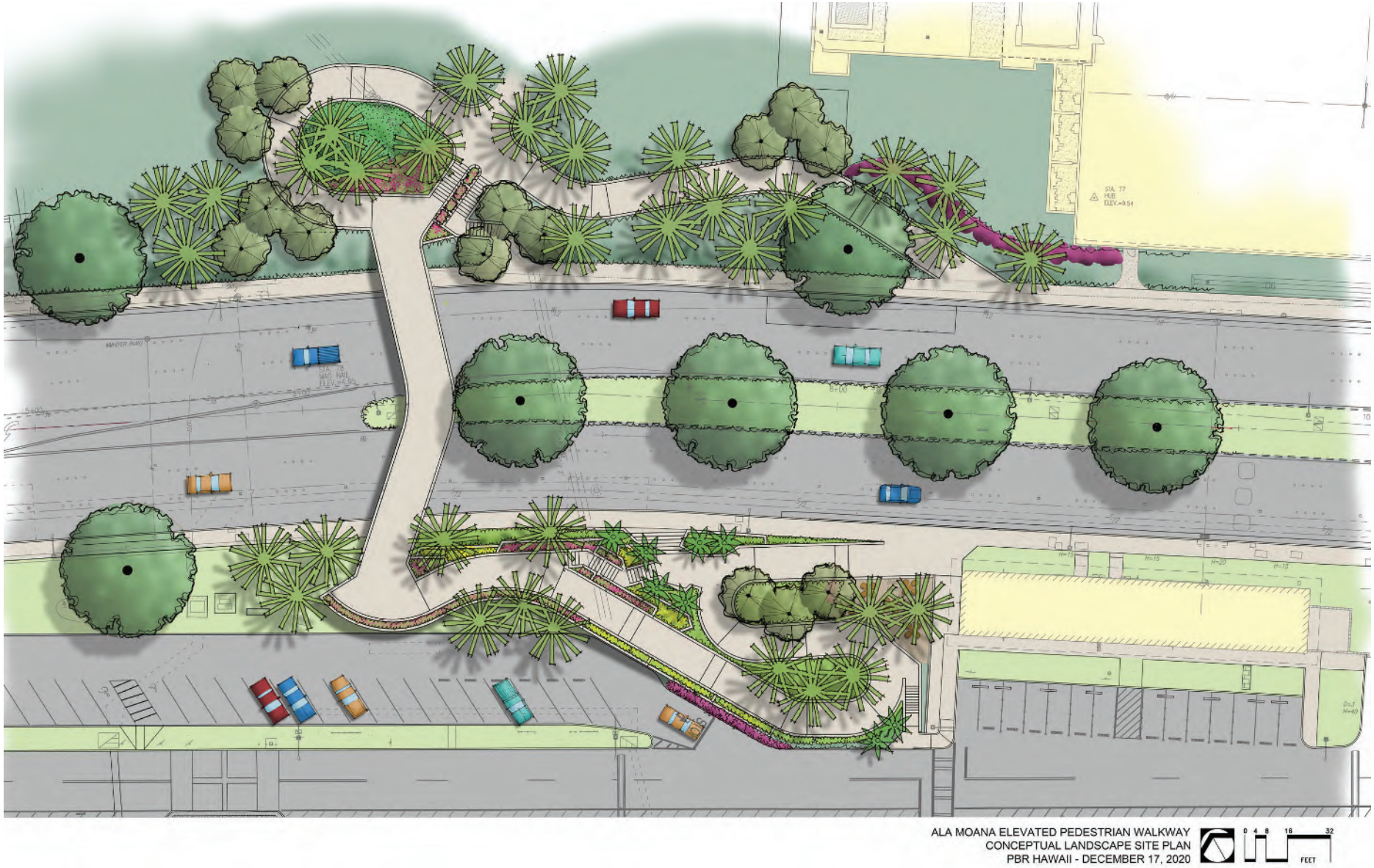
Request for Review and Concurrence of Effect Determination

Based on the information provided, we respectfully request SHPD's concurrence with the significance evaluations, treatment recommendations for SIHP #50-80-14-7655, and HDOT's determination of "Effect, with proposed mitigation commitments" pursuant to HAR Chapter 13-275-7.

We respectfully request your review and written concurrence, as well as any comments on the AISR within forty five (45) days of receipt of this letter. Should you have any questions, please contact Li Nah Okita, HDOT Project Manager at (808) 692-7581, Design Section, Design Branch, Highways Division, or Michelle Kwan, HDOT Project Engineer at (808) 692-8441 or via email at li.nah.okita@hawaii.gov or michelle.s.kwan@hawaii.gov.

Enclosures

c: Victoria Ward Limited
WSP USA
Cultural Surveys Hawaii



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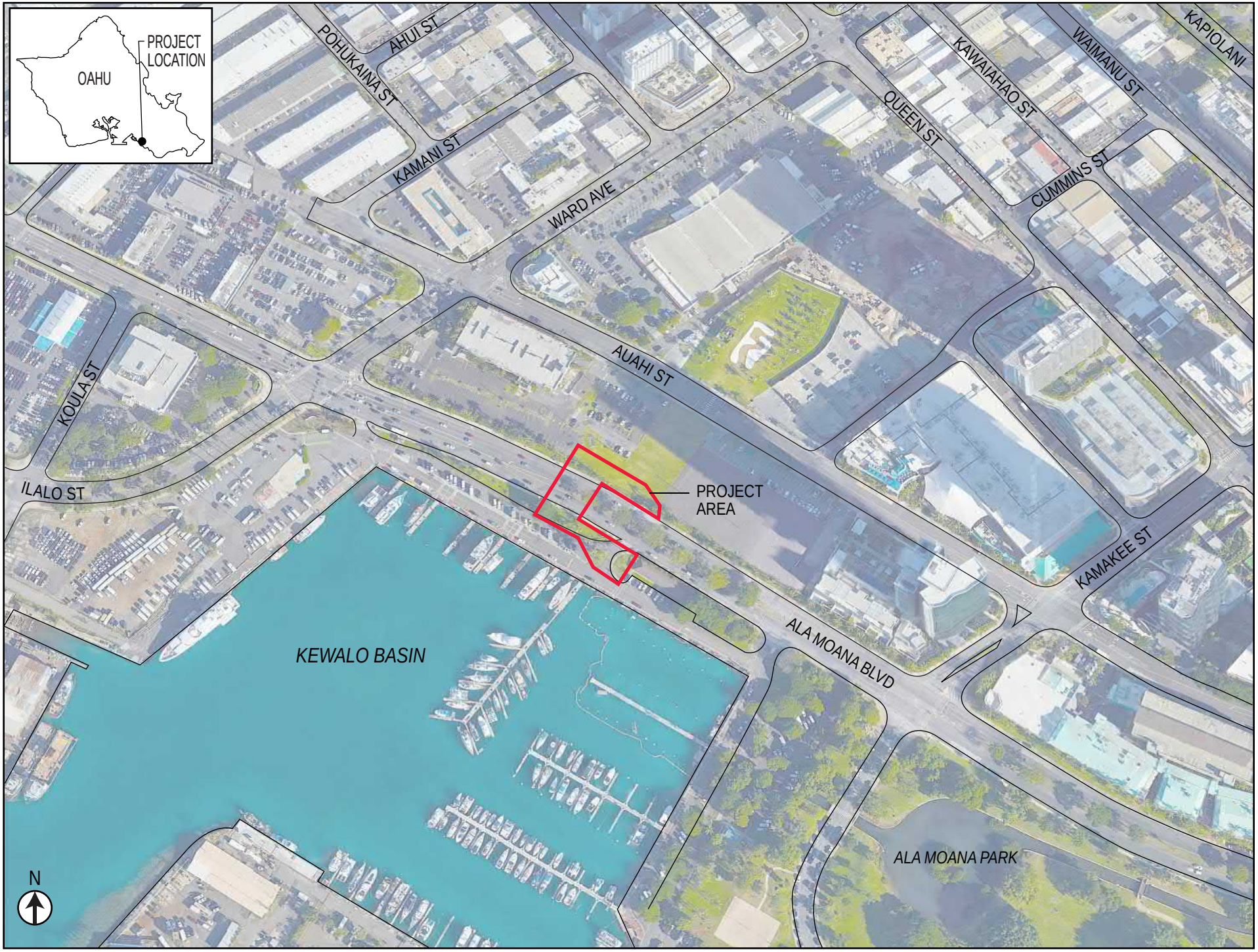
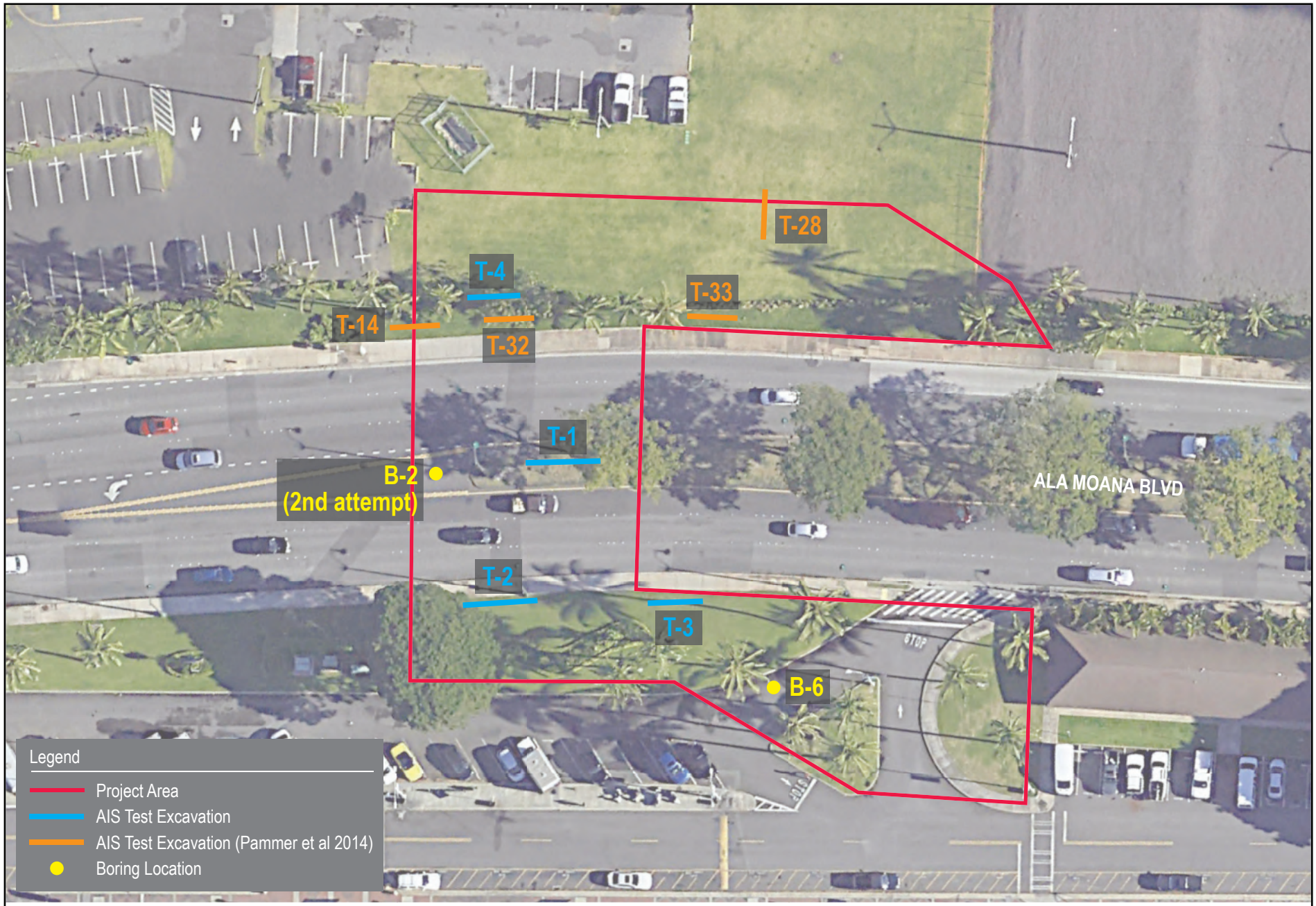
Source: PBR Hawaii, Dec 17, 2020.

Concept and Landscaping Plan
Ala Moana Elevated Pedestrian Walkway
Figure 1

View of Structure Concept at Street Level Looking Toward Diamond Head
Ala Moana Elevated Pedestrian Walkway
Figure 2



Project Location Map
Ala Moana Elevated Pedestrian Walkway
Figure 3



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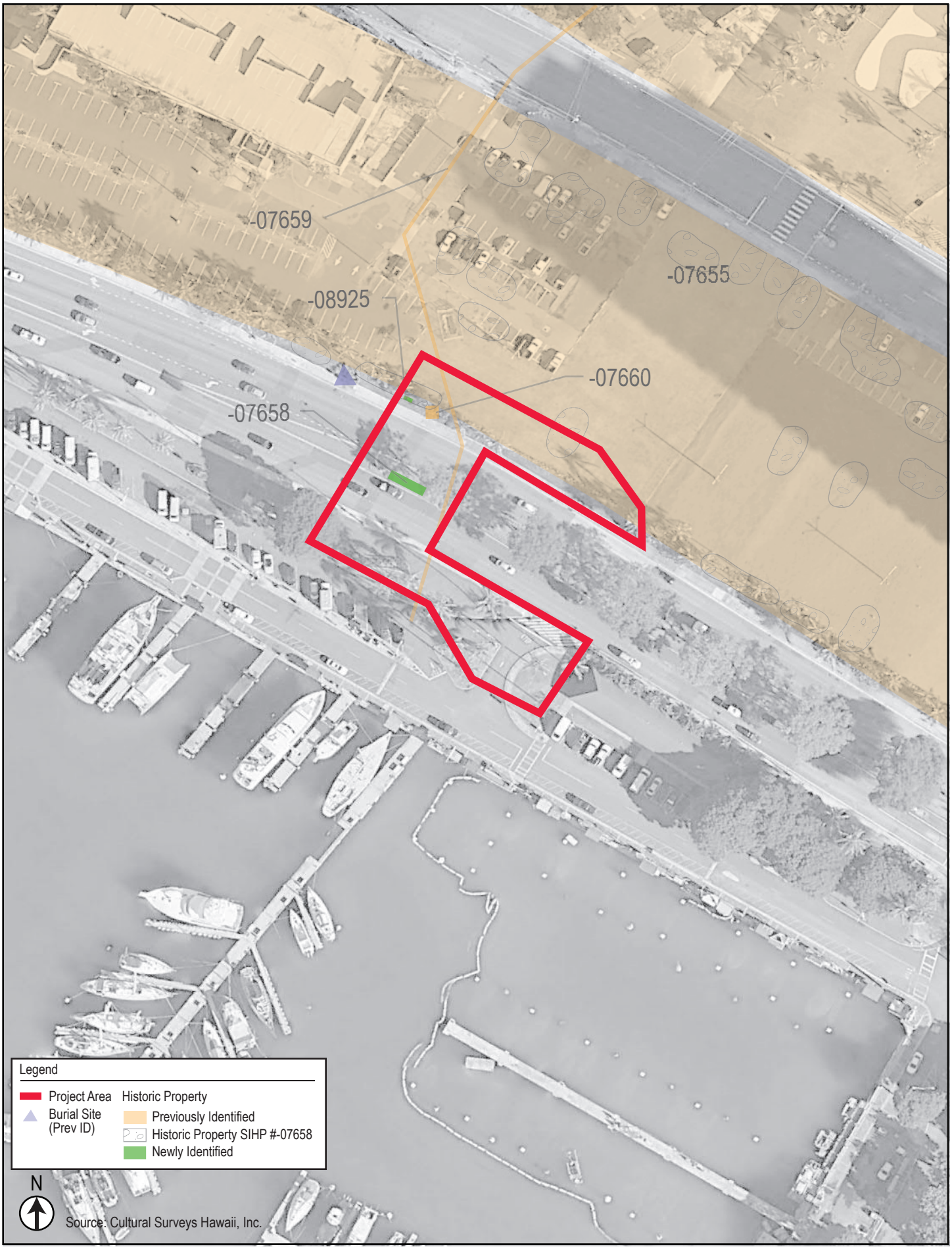
Source: Cultural Surveys Hawaii, Farley et al., 2020.

AISR Subsurface Testing Program
Ala Moana Elevated Pedestrian Walkway
Figure 4



Previous and Newly Identified Historic Resources
Ala Moana Elevated Pedestrian Walkway
Figure 5

Source: Hammatt and Shideler, Final Kewalo Basin Repairs Project Archaeological Literature Review and Field Inspection Report Kakaako Ahupuaa, Honolulu (Kona District), Oahu, TMK: [1] 2-1-058, May 2010: 27)

1927 Aerial Photograph showing the natural deep pocket in the reef just prior to dredging
Ala Moana Elevated Pedestrian Walkway
Figure 6

Source: USGS, Honolulu Harbor to Waikiki-2411, 1952.

1952 Aerial Photograph prior to Herringbone Piers and the Peninsula on which Kewalo Basin Park is now
Ala Moana Elevated Pedestrian Walkway
Figure 7

Source: Hammatt and Shideler, Final Kewalo Basin Repairs Project Archaeological Literature Review and Field Inspection Report Kakaako Ahupuaa, Honolulu (Kona District), Oahu, TMK: [1] 2-1-058, May 2010: 33)

1954 Aerial Photograph with Kewalo Basin Peninsula under Construction
Ala Moana Elevated Pedestrian Walkway
Figure 8

Source: https://mapio.net/pic/p-100042918 (accessed Feb. 18, 2021)

1931 Photo of Sampan Boats at Kewalo Basin. Note the stack in the background from the City & County of Honolulu's Incinerator which was constructed in 1930 and replaced in 1946.

Photo of Sampan Boats at Kewalo Basin. The photo's source suggests that the picture was taken in the late 1930's. The lack of improvements at the basin place it prior to 1955.

Photographs of Kewalo Basin with Sampan Vessels
Ala Moana Elevated Pedestrian Walkway
Figure 9