JAN 2 3 2011

William P. Kenoi
Mayor

Robert A. Fitzgerald
Director

Clayton S. Honma
Deputy Director

County of Hawai'i

DEPARTMENT OF PARKS AND RECREATION
101 Pauahi Street, Suite 6 • Hilo, Hawai'i 96720
(808) 961-8311 • Fax (808) 961-8411

January 10, 2011

RECEIVED
'11 JAN 10 P2:58
OFC. OF ENVIRONMENTAL QUALITY CONTROL

Mr. Herman Tuiolosega, Acting Administrator
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, Hawai'i 96813

Dear Mr. Tuiolosega:

Subject: **Draft Environmental Assessment (DEA)**
***Ke Ala Kahawai o Waimea,* Waimea Trails and Greenways**
Waimea, South Kohala District, Hawai'i Island
Various TMKs

The County of Hawai'i Department of Parks and Recreation (DPR) proposes a 4.8-mile long, multi-use path following the meandering path of Waikōloa Stream in Waimea, on the Island of Hawai'i. *Ke Ala Kahawai o Waimea*, or "the stream trail of Waimea," will be paved, vary from 10 to 12 feet in width, and be ADA-accessible for most of its length. The purpose of the project is to provide an alternative transportation facility connecting residences, businesses and schools. The path will also enhance opportunities to exercise and enjoy nature. The project also includes an option to develop a separate equestrian trail in a section of the project corridor.

We have reviewed the enclosed Draft Environmental Assessment which was prepared in accordance with State of Hawai'i HRS Chapter 343 and anticipate a Finding of No Significant Impact (FONSI). Because federal funding may be utilized for the project, the Draft EA was also prepared in accordance with the National Environmental Policy Act (NEPA).

Please publish notice of availability of this Draft Environmental Assessment in the January 23, 2011 OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form, one hard copy of the Draft EA, and one pdf copy on CD. Please call Mr. James Komata, Park Planner at (808) 961-8311 if you have any questions.

Sincerely,

Robert A. Fitzgerald
Director

Attachments
cc: Leslie Kurisaki (Kimural International)

County of Hawai'i is an Equal Opportunity Provider and Employer.

Waimea Trails and Greenways

Ke Ala Kahawai o Waimea

("The Stream Trail of Waimea")

Draft Environmental Assessment

January 2011

Prepared for:
County of Hawaii
Department of
Parks and Recreation

Waimea Trails and Greenways

Ke Ala Kahawai o Waimea

("The Stream Trail of Waimea")

Draft Environmental Assessment

January 2011

Prepared for:
County of Hawaii
Department of
Parks and Recreation

Prepared by:

KIMURA INTERNATIONAL

Table of Contents

Section Page

PROJECT SUMMARY

1 INTRODUCTION
1.1 Proposed Action 1-2
1.2 Possible Environmental Permits and Approvals 1-4

2 PURPOSE AND NEED FOR ACTION
2.1 Project History 2-1
2.2 Project Purpose and Need 2-4
2.2.1 Alternative, Non-Vehicular Transportation Options 2-4
2.2.2 Improved Safety for Pedestrians, Bicyclists, and Other Non-Motorized Transportation 2-4
2.2.3 Connectivity Between Residences, Businesses and Schools 2-5
2.2.4 Enhanced Access to Natural and Scenic Areas 2-6
2.2.5 Opportunities for Recreation and Physical Fitness 2-8

3 ALTERNATIVES ANALYSIS

3.1 Introduction 3-1
3.2 Alternatives Considered 3-1
3.2.1 No Action 3-2
3.2.2 Bike Lanes Along Kawaihae Road and Mamalahoa Highway 3-2
3.2.3 Alternative Trail Alignments and Segments 3-5
3.2.4 Preferred Alternative: Ke Ala Kahawai o Waimea 3-7
3.3 Selection of Preferred Alternative 3-17

4 AFFECTED ENVIRONMENT, IMPACTS AND MITIGATION

4.1 Introduction 4-1
4.2 Physical Environment 4-1
4.2.1 Existing Land Use 4-1
4.2.2 Geology and Topography 4-20
4.2.3 Soils and Agriculture 4-20
4.2.4 Climate and Air Quality 4-29
4.2.5 Natural Hazards 4-31
4.2.6 Water Resources 4-35
4.2.7 Noise 4-38
4.2.8 Unexploded Ordnance 4-41
4.3 Biological Environment 4-42
4.3.1 Stream Biota 4-45

4.3.2 Botanical Resources 4-47
4.3.3 Terrestrial Fauna 4-50
4.4 Socio-Economic Environment 4-54
4.4.1 Existing Conditions 4-54
4.4.2 Project Impacts and Mitigation 4-56
4.4.3 Archaeological, Historic and Cultural Resources 4-62
4.4.4 Visual Resources 4-70
4.5 Utilities and Infrastructure 4-75
4.6 Traffic and Transportation 4-76
4.6.1 Existing Conditions 4-76
4.6.2 Project Impacts and Mitigation 4-77
4 4.6.3 Impacts of Other Alternatives 4-78
4.7 Public Services and Facilities 4-79
4.7.1 Police 4-79
4.7.2 Fire and Emergency Medical Services 4-79
4.7.3 Schools 4-80
4.7.4 Parks and Recreation 4-81

5 LAND USE PLANS, POLICIES AND CONTROLS

5.1 Federal 5-1
5.1.1 National Environmental Policy Act (NEPA) 5-1
5.1.2 Section 10, Rivers and Harbors Act and Sections 404 and 401, Clean Water Act 5-1
5.1.3 Section 106, National Historic Preservation Act 5-2
5.1.4 Section 7, Endangered Species Act 5-3
5.1.5 E.O. 12898, Environmental Justice 5-4
5.2 State of Hawai‘i 5-6
5.2.1 Hawai‘i State Plan 5-6
5.2.2 State Land Use Classification 5-7
5.2.3 Bike Plan Hawai‘i 5-7
5.2.4 State Comprehensive Outdoor Recreation Plan 5-8
5.3 County of Hawai‘i 5-8
5.3.1 County General Plan 5-8
5.3.2 South Kohala Community Development Plan 5-11
5.3.3 Waimea Traffic Circulation Study 5-19
5.3.4 County Zoning 5-19
5.4 Other Considerations 5-20
5.4.1 Unavoidable Adverse Effects 5-20
5.4.2 Energy Requirements and Conservation Potential of Various Alternatives 5-20
5.4.3 Relationship of Short-Term Uses and Long-Term Productivity 5-20
5.4.4 Irretrievable and Irreversible Resource Commitments 5-21

6 ANTICIPATED DETERMINATION

7 FINDINGS AND REASONS SUPPORTING THE ANTICIPATED DETERMINATION

8 BIBLIOGRAPHY

9 PERSONS AND AGENCIES INVOLVED IN THE PREPARATION OF THE ENVIRONMENTAL ASSESSMENT
9.1 List of Preparers 9-1
9.2 Pre-Assessment Consultation 9-2
9.2.1 Comments Received During Pre-Assessment Consultation 9-5

APPENDICES

Appendix A List of Landowners and TMKs

Appendix B Natural Resources Assessment Update Report for the Waimea Trails and Greenways Project, Kamuela, Island of Hawai‘i
AECOS, Inc., Eric B. Guinther, Reginald David, Derral Herbst

Letter from USFWS to County of Hawaii dated August 28, 2009, Species List for Waimea Trails and Greenways Project

Appendix C Waimea Trails and Greenways Tree Risk Assessment, Tree Works, Inc., Michael M. Kraus, Consulting Arborist, April 30, 2009

Appendix D Section 7, Endangered Species Act Consultation

Appendix E Draft Literature Review and Field Inspection for the Waimea Trails and Greenways Project, Lālāmilo, ‘Ouli, Mamoualoa, Lanikepu, Keoniki, Waiaka, Kauniho, Waikōloa, Waiauia, Haleaha Ahuapua‘a, South Kohala District, Cultural Surveys Hawai‘i, September 2010

Appendix F Other Archaeological Studies
- Final Archaeological Inventory Survey for the Waimea Trails and Greenway Project, Lalamilo Ahupua‘a, South Kohala District, Hawaii Island. Prepared for Gerald Park Urban Planner, Cultural Surveys Hawai‘i, August 2009
- SHPD letter dated September 8, 2009 regarding Archaeological Inventory Survey
- An Archaeological Assessment of Proposed Waimea Trails and Greenways Project within the Lālāmilo and Waikōloa Ahupua‘a
- Cultural Impact Assessment for the Proposed Waimea Trails and Greenway Project, Waimea, South Kohala District, Island of Hawai‘i, December 2003

Appendix G Section 106, National Historic Preservation Act Consultation

LIST OF FIGURES

Figure Page

Chapter 1
1 Location Map(s) ... 1-3
Chapter 3
2 Alternatives Considered ... 3-3
3 Preferred Alternative: *Ke Ala Kahawai o Waimea* ... 3-9
Chapter 4
4 Existing Land Uses and Ownership ... 4-3
5 Soils ... 4-23
6 Land Study Bureau (LSB) Detailed Land Classification ... 4-25
7 Agricultural Lands of Importance to the State of Hawai‘i (ALISH) ... 4-27
8 Flood Insurance Rate Map (FIRM) ... 4-33
9 UXO Removal Areas ... 4-43
Chapter 5
10 State Land Use ... 5-9
11 County General Plan Land Use Pattern Allocation Guide (LUPAG) ... 5-13
12 South Kohala CDP, Waimea Town Conceptual Plan ... 5-15
13 Zoning ... 5-17

LIST OF TABLES

Table Page

1-1 Possible Environmental Permits and Approvals ... 1-4
3-1 Comparison of Alternatives ... 3-19
4-1 Increment 1 Historic Properties ... 4-64
9-1 EA Early Consultation Comments ... 9-7

LIST OF ACRONYMS

ADA	Americans with Disabilities Act
AIS	archaeological inventory survey
ALISH	Agricultural Lands of Importance to Hawai‘i
BFE	base flood elevation
BMP	Best Management Practices
CDP	Community Development Plan
CEQ	Council on Environmental Quality
CIA	Cultural Impact Assessment
CPTED	crime prevention through environmental design
CTAHR	College of Tropical Agriculture and Human Resources
CWA	Clean Water Act
CZM	Coastal Zone Management
DA	Department of the Army
DCAB	Disability Communication Access Board
DHHL	Department of Hawaiian Home Lands
DLNR	Department of Land & Natural Resources
DPR	Department of Parks and Recreation
EA	Environmental Assessment
EMS	Emergency Medical Services
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
HDOH	State of Hawai‘i Department of Health
HELCO	Hawaiian Electric Light Company
HPA	Hawai‘i Preparatory Academy
HRS	Hawai‘i Revised Statutes
HELCO	Hawaii Electric Light Company
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
LUPAG	Land Use Pattern Allocation Guide
MEC	munitions and explosives of concern
MSL	mean sea level
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NLAA	not likely to adversely affect
NWS	National Weather Service
OEQC	Office of Environmental Quality Control
OHA	Office of Hawaiian Affairs
OHWM	ordinary high water mark
PATH	People’s Advocacy for Trails Hawai‘i

PCS	public charter school
SCORP	State Comprehensive Outdoor Recreation Plan
SHPD	State Historic Preservation Division
SKCDP	South Kohala Community Development Plan
SMA	Special Management Area
TMK	tax map key
UH	University of Hawai‘i
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
UXO	unexploded ordnance
WTG	Waimea Trails and Greenways

Project Summary

Item	Description
Project Name	*Ke Ala Kahawai O Waimea ("the stream trail of Waimea")*, Waimea Trails and Greenways
Proposing Agency	County of Hawai'i, Department of Parks and Recreation (DPR)
Approving Agency	County of Hawai'i, Department of Parks and Recreation (DPR)
Anticipated Determination	Finding of No Significant Impact (FONSI)
Location	Waimea, South Kohala District, Island of Hawai'i
Tax Map Keys	Various (see Appendix A)
Existing Uses	Urban mixed use, undeveloped pasture, recreation, agriculture
Landowner	State of Hawai'i (UH CTAHR and DHHL), County of Hawai'i, Parker Ranch, and other smaller landowners
Need for Project	The project addresses several needs: • Alternative, non-vehicular transportation options for Waimea residents and visitors • Improved safety for pedestrians, bicyclists, and others using non-motorized modes of transportation • Connectivity between residences, businesses and schools • Enhanced access to and enjoyment of natural and scenic areas • Increased opportunities for recreation and physical fitness
Project Description	Construct a 4.8-mile long, multi-use path following the meandering path of Waikōloa Stream, and extending from Church Row in Waimea town to a future County park on Kawaihae Road, across the Kamuela View Estates Subdivision. The path will be paved, vary from 10 to 12 feet in width, and be ADA-accessible for most of its length. The project also includes an option for a separate, equestrian trail in the area west of the County refuse transfer station. An equestrian trail head and horse trailer parking could be constructed on State-owned land adjacent to the transfer station.
Flood Insurance Rate Map	Some areas along Waikōloa Stream designated Zone A (100-yr. flooding, no base flood elevation) and Zone AE (100-yr. flooding, base flood elevation determined). Most of project corridor within Zone X (areas outside the 500-yr. floodplain).
State Land Use	Urban and Agriculture
Zoning	CV-7.5, Village Commercial (minimum 7,500 sq. ft lot) A-1a, Agricultural (minimum bldg. site 1 acre) A-5a, Agricultural (minimum bldg. site 5 acres)
Special Management Area (SMA)	No

1 INTRODUCTION

The County of Hawai‘i, Department of Parks and Recreation (DPR), in collaboration with the Waimea Trails and Greenways Committee of the Waimea Preservation Association, proposes to construct a multi-use path through the town of Waimea, District of South Kohala, Island of Hawai‘i. *Ke Ala Kahawai O Waimea*, or “the stream trail of Waimea” would be a multi-use bicycle and pedestrian path approximately 4.8 miles through Waimea, following the meandering path of Waikōloa Stream.

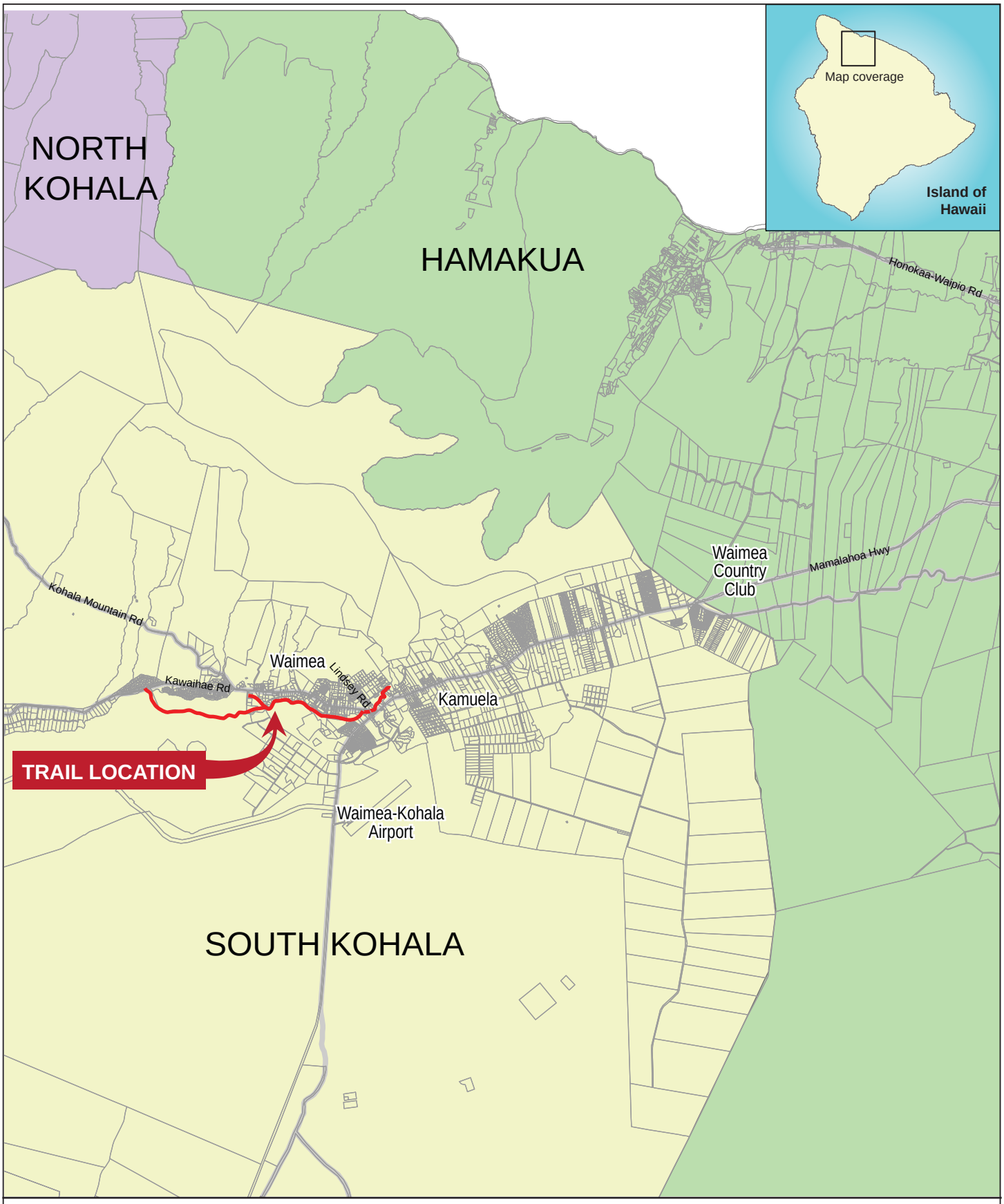
This Draft Environmental Assessment (Draft EA) for *Ke Ala Kahawai O Waimea* has been prepared in accordance with the National Environmental Policy Act (NEPA) and the State of Hawai‘i Chapter 343 HRS. This document supersedes an earlier EA for Waimea Trails and Greenways completed for the project in February 2004.

1.2 PROPOSED ACTION

The proposed action is the construction of a 4.8-mile long, multi-use path following Waikōloa Stream, and extending from a Church Row in Waimea Town to a future County park on Kawaihae Road, across from the Kamuela View Estates subdivision (Figure 1). The proposed path alignment was selected after an evaluation of alternatives, which included segments located on the Kohala or north side of Kawaihae Road. The alternatives were evaluated and dismissed in favor of the proposed alignment. All of the alternatives considered are discussed in Chapter 3, Alternatives Analysis.

The proposed path will begin at Church Row in Waimea Town, and follow Waikōloa Stream west through town, and then through agricultural and grazing lands, past the County refuse transfer station, past the site of the Department of Hawaiian Home Land’s future Lālāmilo subdivision, then north toward Kawaihae Road, crossing Keanu‘i‘omanō Stream. The western end of the path terminates at a vacant, 8-acre parcel located across Kawaihae Road from the Kamuela View Estates subdivision. The land was donated to the County by Waimea resident Henry Clark, and is planned for a future park. The proposed trail will be paved and accessible to pedestrians, bicyclists, and other non-motorized vehicles, and vary from 10 to 12 feet in width. The intent is to have the path comply with Americans with Disabilities Act (ADA) guidelines for outdoor areas for the majority of its length. In areas where it is technically infeasible to achieve ADA compliance, signage will be installed and alternative access points will be identified.

Development of the trail may be implemented by the DPR or through joint efforts with other County, State or Federal agencies, or community groups. Because of its length, the trail will be constructed in increments. The first increment, which is currently in design, encompasses the area between Lindsey Road and Kahawai Street. This segment was selected as the first increment because there have been recent community efforts to clear brush and lay wood chips, and it is already used as an informal trail. This Increment 1 also links commercial and employment destinations near Lindsey Road, the Waimea Nature Park, several residential communities, and several schools. Moreover, easements for this first increment have already been secured. Design and construction costs for the first increment have been estimated at $5.8 million. Future path



NORTH

0 5000 10,000
SCALE IN FEET

Figure 1
LOCATION MAP
Ke Ala Kahawai o Waimea,
Waimea Trails and Greenways
Draft Environmental Assessment

increments will be developed as funding becomes available and as required easements are secured. It is estimated that the entire trail, including the first increment, will cost upward of $18 million to design and construct.

The proposed project also includes an option for a separate, dedicated equestrian trail in the area west of the County refuse transfer station. The equestrian trail would roughly parallel, but be physically separated from the main path. If an equestrian trail were built, a trail head and horse trailer parking could be constructed on State-owned land adjacent to the transfer station. From this point, the equestrian trail would head west on State land, where there is sufficient land for it to be safely separated from the main path. The equestrian trail could eventually connect to other future trails developed by Parker Ranch.

1.3 POSSIBLE ENVIRONMENTAL PERMITS AND APPROVALS

The following is a summary of environmental approvals and consultations that may be required for construction of the trail. Chapter 5 includes a more detailed discussion of the project's consistency with Federal, State and local land use plans, policies and controls.

Table 1-1: Possible Environmental Permits and Approvals

Approval/Consultation	Agency
Federal	
National Environmental Policy Act, Environmental Assessment and Finding of No Significant Impact (FONSI)	Federal Highway Administration
Section 106, National Historic Preservation Act consultation *(concurrence with "no adverse effect" determination)*	Department of Land and Natural Resources, State Historic Preservation Division
Section 7, Endangered Species Act consultation *(concurrence with "not likely to adversely affect" determination)*	U.S. Fish and Wildlife Service (USFWS)
Department of the Army Permit, Section 10 Rivers & Harbors Act/Section 404 Clean Water Act *(for stream crossings and other improvements within navigable waters)*	Department of the Army, U.S. Army Corps of Engineers, Honolulu District, Regulatory Branch
State of Hawai'i	
HRS Chapter 343 Environmental Assessment and Finding of No Significant Impact (FONSI)	County of Hawai'i, Department of Parks and Recreation
HRS Chapter 6E-8 Historic Preservation review	Department of Land and Natural Resources, State Historic Preservation Division
Coastal Zone Management (CZM) Consistency Determination (*for Section 404 permit*)	Dept. of Business, Economic Development and Tourism, Hawai'i CZM Office
Stream Channel Alteration Permit (SCAP) *(for stream crossings)*	DLNR Commission on Water Resource Management
Section 401, Water Quality Certification	Department of Health, Clean Water Branch

Approval/Consultation	Agency
National Pollutant Discharge Elimination System Permit (NPDES) for discharges of wastewater, including stormwater runoff	Department of Health, Clean Water Branch
Disability Communication Access Board (DCAB)	Department of Health
County of Hawai‘i	
Hawai‘i County Code Chapter 27, Floodplain Management *(for streamside areas within floodplain)*	Department of Public Works
Various Building and grading permits	County of Hawai‘i

2 PURPOSE AND NEED FOR ACTION

2.1 PROJECT HISTORY

It Started with an Idea

For many years, the Waimea community has discussed the idea for a greenway trail through Waimea that would link residences, businesses, and schools. In 1994, the Waimea Main Street initiated community meetings to discuss what the community would like to accomplish. Among the major issues raised was the need to increase the walkability of the town and to provide access to hiking trails and green areas. Subsequently, the "Waimea Trails and Greenways" (WTG) Committee (a sub-committee of the Waimea Main Street Design Committee) was formed to actively pursue the greenway concept. The WTG Committee was headed by local architect, Clemson Lam.

In late 1994, the group held a number of community meetings where residents discussed their goals and concerns, and explored a number of potential routes. The participant's main goal was to develop a safe transportation route linking where people live, work, shop and go to school. This concept was distilled into a linear trail route through town. The logical place for this trail was alongside Waikōloa Stream, which runs right through the middle of town. In September, 1994, Waimea Main Street submitted a proposal to the Hawai'i County Council for this trail concept, and in January 1995, the Council approved seed money to secure federal ISTEA (Intermodal Surface Transportation Efficiency Act) dollars for this transportation enhancement.

Meetings with Landowners along the Route

The WTG Committee began meeting with major landowners and residents along the trail route to obtain their support and to make them aware of the trail effort. In September 1996, the project was placed on the State Transportation Implementation plan (STIP) list, which enabled the project to be eligible for federal matching funds.

During this period, community groups such as Parker School and the Waimea Rotary Club joined with WTG volunteers to clear sections of the path on Parker School lands. These cleared sections of the path soon reverted back to an overgrown condition because the trail was isolated and did not go anywhere.

Consultant Team Hired in 1997

A Request for Proposals (RFP) went out in September 1996 and by May 1997 a consultant was selected by the County to begin formal trail mapping, surveying, and design. The consultant team, headed by Landscape Architect Kaz Shigezawa, included a civil engineer, planners, ADA-accessibility consultant and surveyor. The team began surveying the trail corridor and established the trail route in the various sections. Part of the consultant's task was to secure the necessary easements and rights-of-way from landowners along the route. Negotiations were held

with the State of Hawai‘i, UH College of Tropical Agriculture and Human Resources (CTHAR), Parker Ranch, the Catholic Church, BP Partners (Carter Center) and private landowner Keoki Magoon.

In late 1999, Waimea resident Henry Clark donated an 8-acre site on Kawaihae Road to the County, to be used for the future WTG path and trail head. This parcel, located across the Kamuela View Estates subdivision, was identified for a future park, and would serve as the western terminus of the greenway trail.

Because a couple of the major landowners did not want to include equestrian use on the trail, a search for alternative routes for equestrian use was begun. Discussions were held with the Lālāmilo Farmers regarding possible use of an 80-foot right of way owned by the State that bordered the Lālāmilo Farm Lots. The farmers vehemently protested that the dust would endanger their operations and came out to protest in force during public hearings. At that point, the committee dropped active pursuit of an equestrian route.

In 2003, an Environmental Assessment (EA) was initiated for a multi-use trail running from Church Row on the west to the “Clark property” near Kohala View Estates, following the meandering course of Waikōloa Stream. The EA also mentioned a possible equestrian trail in the area west of the County Refuse Transfer Station, which would be on State-owned land. The EA, which complied with State of Hawai‘i Chapter 343 HRS environmental regulations, was completed in February 2004, and a Finding of No Significant Impact (FONSI) issued by the County.

Continuing Landowner Negotiations, 2004 to 2007

The effort to secure land for the project received a boost in late 2004, when the State Board of Land and Natural Resources approved a transfer of a lease of state land for the project. This allowed portions of a 17.6-acre parcel adjacent to the County Refuse Transfer Station to be used for parking and access to the trail project. The BLNR also granted the county several easements to allow construction of the trail across portions of state land, including the UH Lālāmilo Research Station.

Between December 2004 and 2007, easements were finalized between the County Refuse Transfer Station and Lindsey Road--a total distance of 2 miles. This enabled the Waimea Trails and Greenways Committee to organize a community work day in September 2008 where over 130 community members participated in a four-hour trail building effort. This community effort resulted in the first 1/2 mile of wood chip trail to be open to the public.

Over the years, easements and agreements have been finalized between the County, BP Partners, Keoki Magoon, the Catholic Church, and Parker Ranch. There has been some land consolidation and resubdivision, and the gifting of land to the County by BP Partners. Currently, land easements have been secured for the entire Increment 1 section between Lindsey Road and Kahawai Street.

A New Design Consultant is Hired

By the end of 2007, preliminary designs were in progress but at the end of 2007, Kaz Shigezawa, the prime consultant for the project, retired. Mr. Shigezawa and his team had been on the job for 10 years. The WTG Committee met with Mayor Harry Kim to discuss this dilemma, and in February 2008, the County hired Imata and Associates to complete design of Increment 1, between Lindsey Road and Kahawai Street.

The WTG Committee informally named the proposed trail *Ke Ala Kahawai o Waimea*, "the stream trail of Waimea."

At the same time, the County and WTG committee continued to explore potential funding sources for the remaining increments of the trail. During consultation with the Federal Highway Administration (FHWA), one of the major funding sources for trails and greenways projects, it became clear that a prerequisite for federal funding would be an EA that complied with the provisions of the National Environmental Policy Act (NEPA). The FHWA indicated that although the DPR's 2004 EA complied with the State's environmental law, it did not fully meet NEPA requirements. Therefore, federal funding could not be sought until a NEPA EA was completed and approved. At that point, the County, in consultation with the WTG Committee, agreed to prepare a new EA that complied with both NEPA and Chapter 343 HRS environmental regulations, under the Imata and Associates contract. This current EA is that document.

Although representing a short-term setback for the project, compliance with NEPA environmental requirements will open up a range of potential funding sources for construction of the multi-use path, increasing the likelihood that the trail will become a reality.

2.2 PROJECT PURPOSE AND NEED

The purpose of the proposed *Ke Ala Kahawai O Waimea*, the stream trail of Waimea, is to create a green corridor alongside Waikōloa Stream which will provide an accessible, non-vehicular pathway between residences, businesses, and schools. The trail will provide residents with an alternative transportation facility connecting nearby destinations, and provide opportunities to exercise and enjoy nature, enhancing both physical and mental health.

The proposed project addresses several needs:

- Alternative, non-vehicular transportation options for Waimea residents and visitors
- Improved safety for pedestrians, bicyclists, and others using non-motorized modes of transportation
- Connectivity between residences, businesses and schools
- Enhanced access to and enjoyment of natural and scenic areas
- Increased opportunities for recreation and physical fitness

2.2.1 Alternative, Non-vehicular Transportation Options

As a non-vehicular transportation link open to pedestrians, bicyclists and other non-motorized transport, the trail will alleviate the problems of traffic congestion and parking, and reduce the use of fossil fuels. Much of the driving within and around Waimea Town involves short trips to school, shopping, and other errands under five miles, and many within one or two miles distance. Despite the relative proximity of major destinations, there are few viable options to driving for most people. The need for many short vehicle trips creates congestion around schools and shopping centers, and temporary parking shortages during certain peak periods.

The Waimea Traffic Circulation Study (2007) confirmed that much of the current traffic congestion is caused by trips within Waimea. In addition to congestion occurring on major roadway corridors (Kawaihae Road and Mamalahoa Highway), the study emphasized the need for non-vehicular transportation options.

The study suggested a potential bicycle and pedestrian network that *"utilizes existing and proposed roadways as the backbone of a bicycle pedestrian network and augments this backbone through the use of the Waimea Trails and Greenways project paths."*

Ke Ala Kahawai O Waimea will be a vital component in a future bicycle and pedestrian network desired by the community. The proposed path will be accessible and usable by all age groups, and those who possess a range of skill levels. The multi-use trail can be used by adults, children, the elderly and the physically disabled, who cannot or chose not to drive. It will provide families with the option of allowing children to walk to and from school safely. Overall, the trail will provide Waimea residents with more choice and flexibility in their transportation decisions to support their daily activities.

2.2.2 Improved Safety for Pedestrians, Bicyclists, and Other Non-Motorized Transportation

Currently, pedestrians, joggers, and bicyclists use shoulders on the sides of the roads or sidewalks where available. Sidewalks are available within the central part of town near the convergence of Kawaihae Road and Lindsey Road and Mamalahoa Highway, where pedestrian activity is the highest. However, outside the commercial center, safe, usable sidewalks are absent

throughout most of the trail corridor. Most of Mamalahoa Highway and Kawaihae Road outside the town center have no sidewalks.

Kawaihae Harbor is a major commercial freight harbor serving the entire island. All freight bound for Hilo is trucked through Waimea, increasing safety concerns for road side activities.

Bicycle commuters ride along busy Kawaihae Road and Mamalahoa Highway, sharing the road with fast moving vehicles. There are no designated bike lanes or signage indicating that the roads are shared roadways. Waimea has few safe areas for children or novice bicyclists to ride. Non-vehicle paths and routes are not easily accessible, disjointed, and fail to provide a continuous ride.

The paved, ADA-compliant path will provide a safe route which is separated from traffic, and can be easily used by less mobile, less physically active residents, including persons with disabilities, seniors, young children, and parents with strollers.

The need for more bicycle facilities and more pedestrian facilities are specifically mentioned in the Waimea Traffic Circulation Study (2007).

2.2.3 Connectivity Between Residences, Businesses and Schools

In order to be most useful as a transportation alternative, the multi-use trail must link major destination points. The preferred alignment, which follows Waikōloa Stream, is easily accessible from surrounding residential subdivisions, and passes directly adjacent to the Department of Hawaiian Home Land's future Lālāmilo project, planned for over 400 homestead lots. The preferred alignment passes in close proximity to major employment and commercial centers, including the W.M. Keck Observatory, KTA Waimea Center, Parker Ranch Shopping Center, and Carter Center. Other destinations that are on the trail route include the Waimea Nature Park, Waimea Public Library, Waimea Civic Center and North Hawai‘i Community Hospital. By connecting these destinations, the trail will provide a commuting alternative for employees and greater access for patrons of these businesses and services.

The preferred trail alignment along Waikōloa Stream can safely be used by students to walk to and from school. The People's Advocacy for Trails Hawai‘i (PATH) is the State's lead agency for the federally-funded, Safe Routes to School (SRTS) programs. PATH has been working with Waimea Elementary School since 2006 with the goal of increasing the safety for all modes of

transportation to school—walking, bicycling, driving and busing. SRTS efforts in Waimea have focused on improving car drop off areas, pedestrian awareness, and a "mini-walking school bus" where children walk together from a drop-off point on school property to the classroom. The creation of the proposed path is a large part of the overall strategy to provide students with safe routes and to encourage walking and bicycling to school.

In addition to Waimea Elementary and Middle Schools, other schools along the proposed route include Parker School, Kanu O Ka ʻĀina Learning Center, and Montessori School. Hawaiʻi Preparatory Academy's campus is located on the Kohala or north side of Kawaihae Road, and not along the main path. Access to and from HPA is possible via a designated access road through the future County park, near the refuse transfer station.

2.2.4 Enhanced Access to Natural and Scenic Areas

Despite Waimea's stunning natural and scenic beauty and mild climate, there currently are few publicly-accessible walking and hiking trails, or open space areas for passive enjoyment of nature. *Ke Ala Kahawai o Waimea* will offer a place for people to connect with their natural surroundings and enjoy the outdoors. Its path closely follows the route of Waikōloa Stream, which although is not continuously flowing, provides a scenic green corridor which is all but invisible from the main roadways.

In exploring their outdoor environment, it is sometimes difficult for members of the public to determine where the public lands are, or where they can go without trespassing onto private property. For example, staff at the UH Lālāmilo Research Station have indicated that people often short-cut through their property, crossing through actively cultivated areas. The trail will indicate a clear travel way. Areas of private property will be clearly delineated. Having a defined pathway will also reduce potential adverse impacts on the natural environment, by directing pedestrians and bicyclists to a designated route.

The trail will provide opportunities for education and cultural enhancement, as it will pass near historic WWII remnants, ancient Hawaiian pathways and ‘auwai systems, and structures from Waimea’s ranching past. Interpretive displays or signage at various points of interest can be developed.

Within the trail corridor, there will be areas where native vegetation and native trees can be replanted, enhancing the natural and cultural environment as well as reducing stream side erosion.

In the long term, the trail could also be extended toward the coast, or linked to mauka hiking and riding areas such as the Waipio overlook or the North Kohala coast via the Kohala Mountain, providing even greater connectivity and recreational opportunities.

2.2.5 Opportunities for Recreation and Physical Fitness

Evidence has shown that people will exercise more when opportunities to do so are presented. The trail will be in close proximity to places where people live and work, encouraging more physical activity in their daily routines.

The streamside trail will create a dedicated open space corridor where people can walk, jog, or safely ride bicycles. The health benefits of regular physical activity are well-documented, and numerous studies have shown that communities where people cycle and walk more in daily life have less obesity and diabetes than communities where people rely on cars (Honolulu Star Advertiser, September 23, 2010). Potential benefits include increased psychological well being, maintaining healthy weight, and reducing the risk of developing cardiovascular disease, obesity, diabetes, arthritis, and certain forms of cancer. The importance of outdoor play and access to the natural environment for children is also well documented.

The trail will provide an outdoor gathering place where people can meet and interact with friends and neighbors. Overall, the opportunity to enjoy open space and experience the natural environment can contribute to mental and physical well being, enhance the quality of life, and make Waimea a more desirable place to live.

(Photos on this page courtesy of Leningrad Elarionoff)

3 ALTERNATIVES ANALYSIS

3.1 INTRODUCTION

This Draft EA is being prepared in accordance with both State of Hawai‘i Chapter 343 HRS and National Environmental Policy Act (NEPA) environmental requirements. NEPA requires that project alternatives be identified and studied in order to find a transportation solution that protects environmental and community resources. In its implementing regulations (40 CFR 1502.14), the Council on Environmental Quality (CEQ) requires that agencies:

a. Rigorously explore and objectively evaluate all reasonable alternatives and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.

b. Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits.

c. Include reasonable alternatives not within the jurisdiction of the lead agency.

d. Include the alternative of no action.

e. Identify the agency's preferred alternative or alternatives, if one or more exists, in the draft statement and identify such alternative in the final statement unless another law prohibits the expression of such a preference.

f. Include appropriate mitigation measures not already included in the proposed action or alternatives.

The CEQ has indicated that the analysis of alternatives represents “the heart” of the environmental analysis. The purpose of this chapter is to present and evaluate project alternatives, in compliance with NEPA and its implementing regulations.

3.2 ALTERNATIVES CONSIDERED

The following project alternatives, shown on Figure 2, were considered and are discussed in more detail below:

- No Action
- Bike Lanes Along Kawaihae Road and Mamalahoa Highway
- Alternative Trail Alignments
- Preferred Alternative: Multi-Use Path following Waikōloa Stream

3.2.1 No Action

NEPA guidelines require that a No Action or "no build" option be considered in the environmental analysis. The purpose is to provide a baseline against which the other alternatives can be compared.

The No Action alternative maintains the status quo. Under this alternative, no bike or pedestrian improvements, paths, trails or recreation areas would be constructed. Available transportation options would continue to be driving or biking on existing roads, and walking on existing sidewalks and paths. The existing stream trail, which has been cleared of vegetation by community efforts, would continue to be used as an informal route. However, because the existing trail does not meet Americans with Disabilities Act (ADA) or federal (e.g., Federal Highway Administration) standards, public funds for maintenance or improvement would not be available. The No Action alternative would not involve any expenditure of public funds, although ongoing, self-help efforts by the community could continue. The no action alternative would not meet the project purpose and need to provide alternative transportation options, improve pedestrian and bicycle safety, increase connectivity, and enhance scenic and recreational areas.

3.2.2 Bike Lanes Along Kawaihae Road and Mamalahoa Highway

This alternative would attempt to improve non-vehicular transportation options by providing designated bike lanes on Kawaihae Road and Mamalahoa Highway through Waimea Town. Bike lanes are designated and marked lanes on the roadway, reserved for exclusive use by bicyclists. The lanes are typically five feet wide, and marked with a standard bike lane symbol, but not physically separated from the road (see photo at left).

The State of Hawai'i Department of Transportation's Bike Plan Hawai'i (September 2003), the State's bicycling master plan, designates Kawaihae Road through Waimea Town and Mamalahoa Highway as proposed "signed shared roadways." Signed shared roadways are roads that have been identified by signage as preferred bike routes. A signed shared roadway may include paved shoulders or wide outside lanes, but not a separate, marked bike lane.

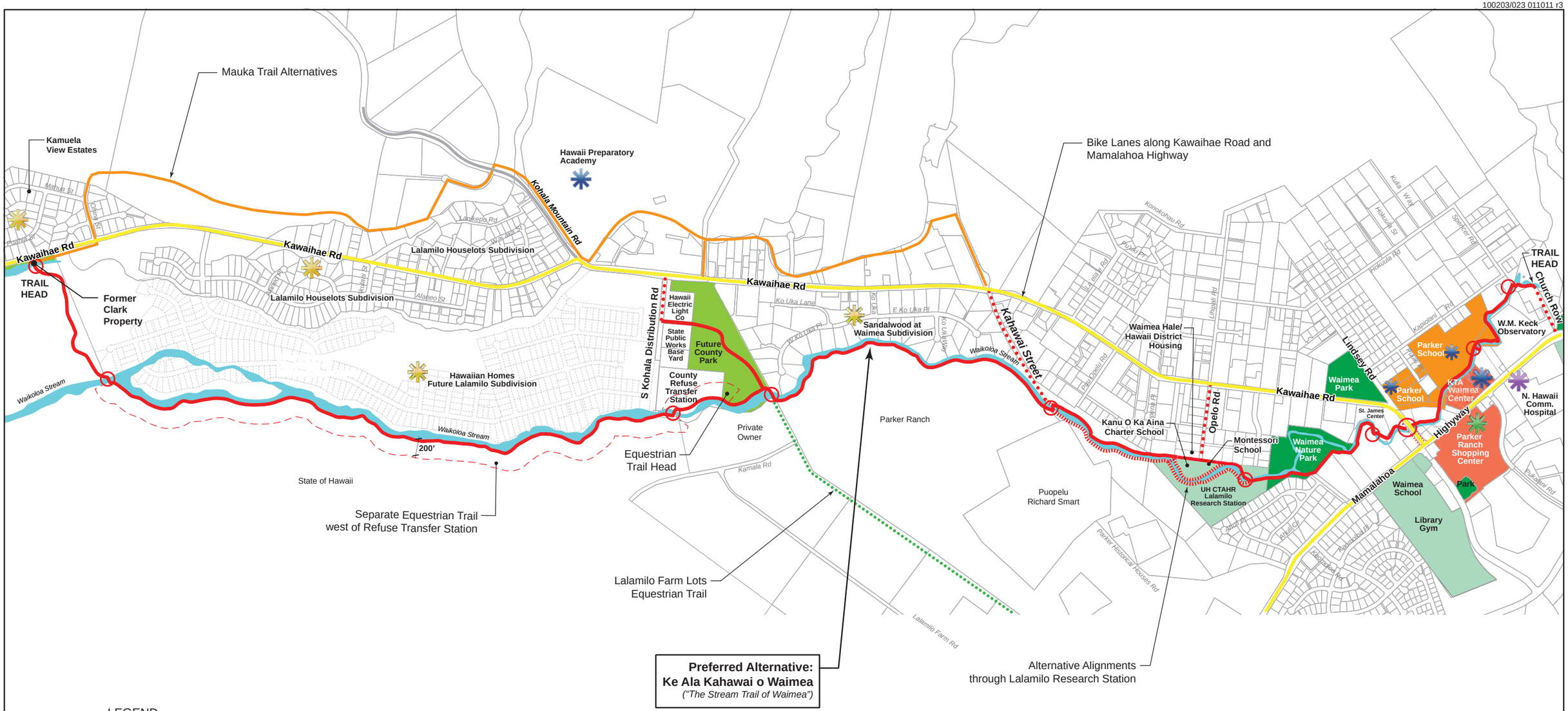


Figure 2
ALTERNATIVES CONSIDERED
Ke Ala Kahawai o Waimea,
Waimea Trails and Greenways
Draft Environmental Assessment

Adding bike lanes would go a step beyond a signed shared roadway as recommended in Bike Plan Hawai‘i. However, the existing roads are narrow and adding bike lanes would require wider shoulders, involving land acquisition along the right-of way. There are current plans to widen certain segments of Mamalahoa Highway in the area near Church Row and the State of Hawai‘i Department of Education has proposed roadway improvements around Waimea Elementary and Middle Schools. These improvements were recommended as short-range actions in the Waimea Traffic Circulation Study. However, the study cites the limited roadway width in most areas of Kawaihae Road and Mamalahoa Highway, which makes the addition of bike lanes difficult to implement.

Even if possible, the addition of bike lanes would do nothing to enhance options for pedestrians and less experienced bicyclists, particularly children. A bike lane along a busy roadway would provide little respite from traffic hazards and car-related traffic, noise, or fumes. Moreover, bike lanes would do little to enhance recreational opportunities or access to natural areas and open space. This alternative is not a substitute for a multi-use greenway trail, which would be readily accessible to a range of users of all ages and abilities.

In summary, construction of bike lanes on Kawaihae Road and Mamalahoa Highway fails to fully meet the project’s purpose and need, as it does not improve pedestrian access, provide safe routes to schools, or provide an alternative transportation option for a range of users. It does not enhance recreational opportunities or open space resources, which will be accomplished through construction of *Ke Ala Kahawai o Waimea*. In order to improve bicycling conditions, signed shared roadways should be established on Mamalahoa Highway and Kawaihae Road, as recommended in Bike Plan Hawai‘i.

3.2.3 Alternative Trail Alignments and Segments

“Mauka Alternatives”

The “mauka” trail alternatives shown on Figure 2 are located north of Kawaihae Road, toward the Kohala Mountains. These alternatives were originally identified by the WTG Committee members in the early 1990’s, as a possible way to link the mauka residential areas with Hawai‘i Preparatory Academy (HPA) without crossing the highway. The mauka alternatives are shown starting at Kahawai Street on the east, and running west to Kohala Mountain Road, then continuing west to Kamuela View Estates, where they would rejoin Kawaihae Road. At the time these mauka routes were proposed, the Pako and Ohia Ku subdivisions across Kohala Mountain Road from HPA had not been built, and much of the route was open and undeveloped. Today, these mauka alignments would pass directly through private subdivisions, requiring easements from individual landowners or land condemnation, both costly and politically unpalatable options.

During the Draft EA early consultation period, there were extremely strong objections to the mauka alternatives, particularly by residents of Pako and Ohia Ku subdivisions. Concerns focused on the taking of private property, loss of privacy, noise, and feared reductions in

property values. Other concerns raised about the mauka alignments included the hilly terrain that would be difficult to walk and bike, the presence of steep slopes and gulches that could be an "attractive nuisance" and pose a danger to children, and the presence of flood-prone streams along the route. It was also noted that these mauka segments would require trail users to cross busy Kawaihae Road to reach major destinations in Waimea Town or connect to the stream side alignment, presenting a traffic safety issue. The traffic safety issue was also raised by the State Department of Transportation in its early consultation letter. Letters and correspondence received during the early consultation are included in Chapter 9 of this Environmental Assessment.

The environmental analysis confirmed these environmental issues as well as other potential challenges. An updated archaeological literature review and field inspection (Cultural Surveys Hawai‘i, Inc. 2010) indicated that these areas north of Kawaihae Road include known historic resources that would likely require archaeological inventory surveys prior to trail development. Another environmental issue requiring resolution is the potential for unexploded ordnance (UXO) or munitions and explosives of concern (MEC) along these alternative routes. According to the U.S. Army Corps of Engineers, the lands north of Kawaihae Road are also part of the former Waikōloa Maneuver training area, used extensively during WWII, including for live fire practice. Although much of the land around Waimea, including the preferred alignment, has been surveyed and cleared of MEC, none of the areas north of Kawaihae Road were investigated. Although the potential of encountering MEC may be slight, there have been documented cases where ordnance was found, literally, in someone's back yard. The development of a County-owned, public use trail within the Waikōloa Maneuver area will require assurances that the area is free of MEC. At this time, it is unknown when the Army would have the funds to complete the survey and clearance of these lands. This situation makes the timetable for trail construction very uncertain.

Based on the environmental analysis as well as community input received during the EA early consultation period, all of the "mauka alternatives" located north of Kawaihae Road were determined to be infeasible and/or undesirable. This Alternative Analysis recommends that all of these mauka trail alignments be eliminated from further consideration.

As a final note, Bike Plan Hawai‘i (2003) also shows some "Waimea Greenway" alternatives north of Mamalahoa Highway, located east of the Church Row. These segments are outside the current *Ke Ala Kahawai o Waimea* project area, and are not being addressed in this Environmental Assessment. However, they remain as proposals in the State's bicycle master plan, and may still be considered as future trail extensions.

Lālāmilo Farm Lots Equestrian Trail

Another alternative that was considered in the past was an equestrian trail segment within an 80-foot road easement on the eastern boundary of the Lālāmilo Farm Lots. The equestrian trail head would begin at the future County park next to the County Refuse Transfer Station. Although the WTG Committee wanted to accommodate horses along the main path, major landowners along the route objected to having horses mixed with pedestrians and bicyclists. As a result, the WTG

Committee suggested a separate equestrian trail within an 80-foot right of way for a State-proposed bypass road. The bypass road would border the Lālāmilo Farm Lots, and eventually connect to Mamalahoa Highway. However, possibility of an equestrian trail received vehement objections by Lālāmilo farmers, who testified during public hearings that the resulting dust would endanger their operations. Other concerns were about public access through actively cultivated areas, the potential for theft and vandalism, and possible food safety issues. The proposal for an equestrian trail along the future State bypass road was dropped from further consideration.

3.2.4 Preferred Alternative: Ke Ala Kahawai o Waimea ("The Stream Trail of Waimea")

The preferred alternative is the construction of a multi-use trail which follows the meandering path of Waikōloa Stream, as shown in Figure 3. *Ke Ala Kahawai o Waimea* ("The Stream Trail of Waimea") extends approximately 4.8 miles, starting near Church Row on the east and heading west along Waikōloa Stream, through urban and agricultural lands, and ending at the former Clark property on Kawaihae Road across the Kamuela View Estates. The trail route is mostly on the Kona or south side of the stream. However, in those areas where there are land use conflicts or insufficient space on the Kona side, the trail will cross over to the Kohala or north side of the stream.

This alignment was identified by the WTG Committee after years of consultation and outreach with the community, and extensive negotiations with both public and private landowners along the route. Land easements have been secured for the entire two-mile section between Lindsey Road and the County Refuse Transfer Station, which is planned as the first trail increment. Easements for the remaining segments are still being finalized. *Ke Ala Kahawai o Waimea* enjoys widespread community support, and this alignment has been incorporated and endorsed in a number of public planning documents, including the South Kohala Community Development Plan (2008), the Waimea Traffic Circulation Study (2007), and Bike Plan Hawai‘i (2003).

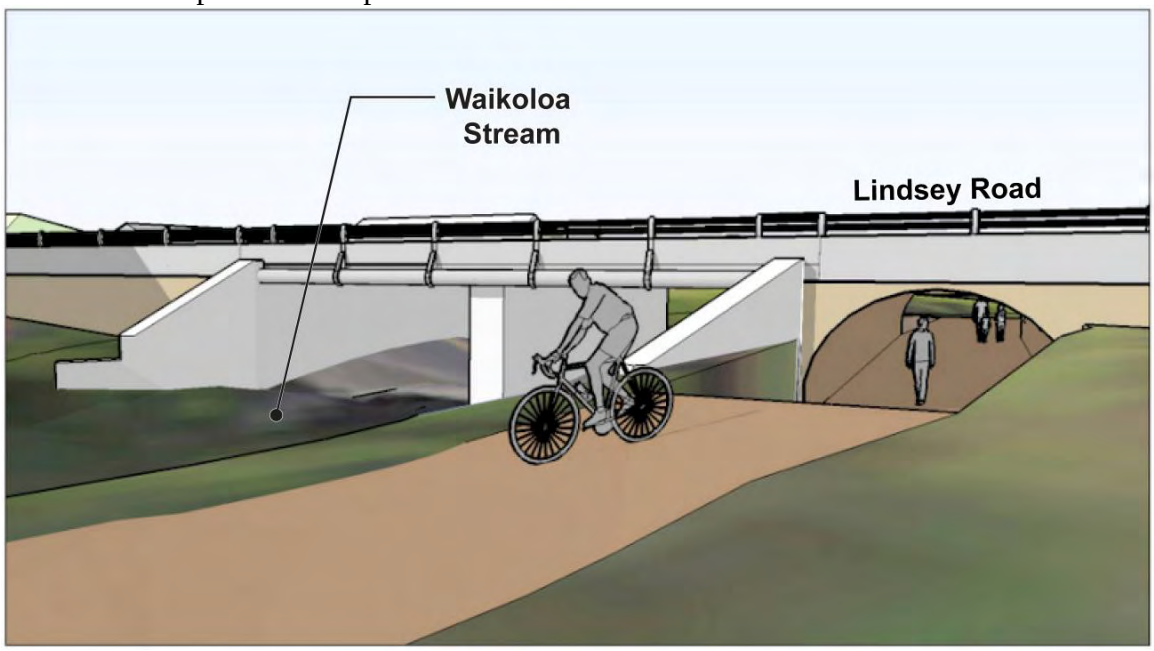
Trail Alignment

The trail alignment is described in detail in Chapter 4. The route is briefly outlined below, starting on the far eastern end and moving west.

Church Row to Lindsey Road

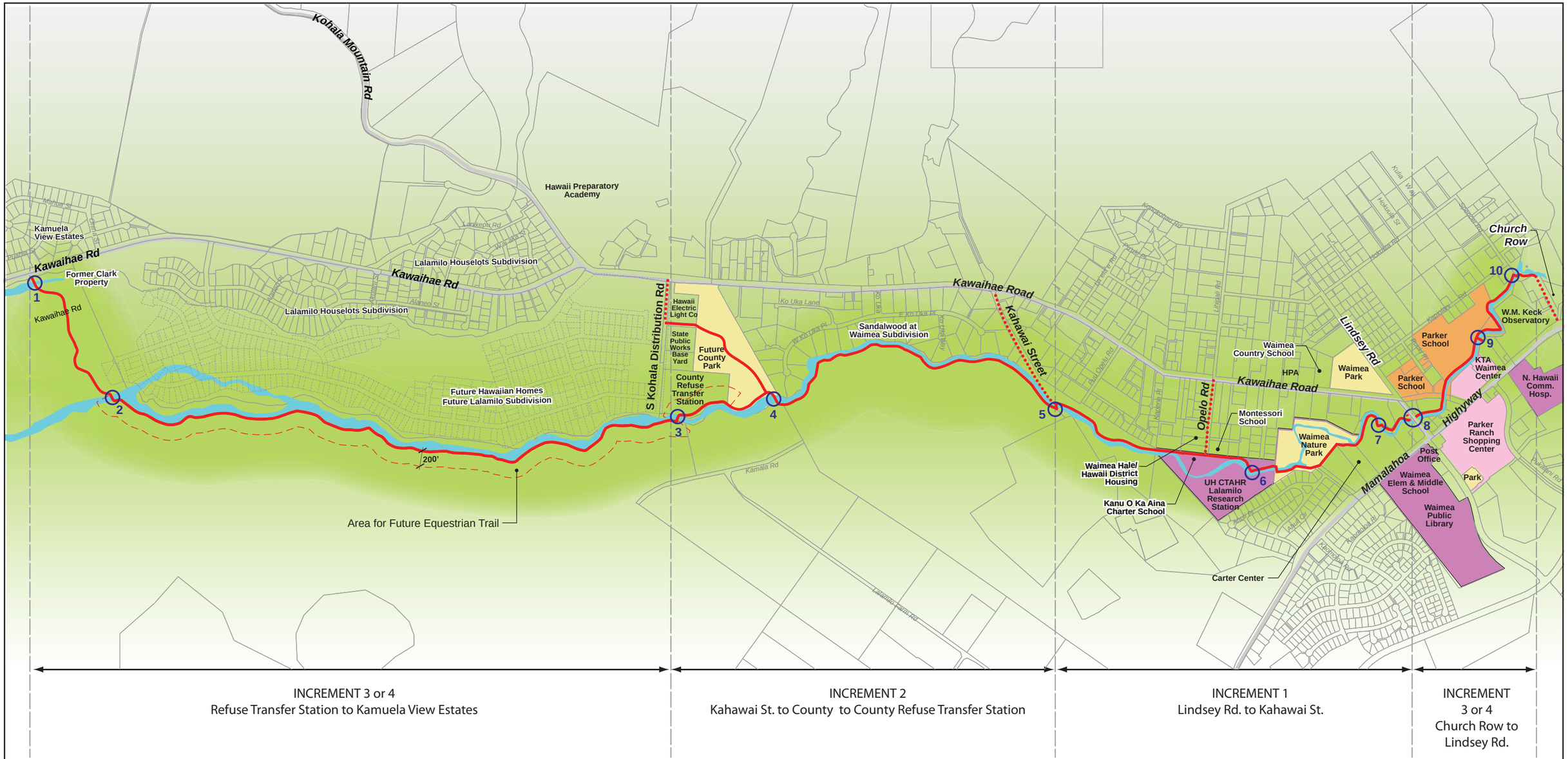
This 0.6 mile segment is the eastern most section of *Ke Ala Kahawai o Waimea*. It starts at the end of Church Road next to Waikōloa Stream, and follows the stream west, behind churches, commercial buildings, the W.M Keck Observatory, Parker School, and KTA Waimea Center. The trail is proposed on the north or Kohala side of Waikōloa Stream to Lindsey Road. One option for crossing Lindsey Road is for the trail to end, with users directed back to street level to cross Lindsey Road at the Mamalahoa Highway signal. After crossing the street, path users could then veer off the sidewalk and back onto the stream side path.

Another more preferable option is for the trail to cross under Lindsey Road, at the same elevation as the stream, which passes under the road in a culvert. The advantage to this option is that users could continue directly on the path, without stopping or having to use the street level crossing. However, it would require reconstructing the Lindsey Road bridge to accommodate the trail, either within the existing stream culvert or creating a separate underpass. The images below show what a separate under pass could look like.



Conceptual design of a separate bike/pedestrian crossing under Lindsey Road, looking southwest.

Conceptual design of a separate bike/pedestrian crossing under Lindsey Road, looking northeast.



LEGEND

Shared Use Path

Signed Shared Roadway

1 Stream Crossing

NORTH

0 300 600 1200

SCALE IN FEET

Figure 3

PREFERRED ALTERNATIVE: *Ke Ala Kahawai o Waimea*

Ke Ala Kahawai o Waimea,
Waimea Trails and Greenways
Draft Environmental Assessment

Lindsey Road to Kahawai Street

This approximately 1.0-mile segment of the path, between Lindsey Road and Kahawai Street, is designated as Increment 1 of the project. In this segment, the path is located mostly on the north side of the stream. Just before the Carter Center, the trail crosses to the Kona or south side of the stream. At the Waimea Nature Park, the stream veers north into the park, but the proposed trail will continue straight, following an old WWII-era road formerly used for Camp Tarawa.

Just beyond the Waimea Nature Park, the path and stream converge. The path will cross from the south to the north side of the stream at the University of Hawai‘i’s College of Tropical Agriculture and Human Resources (CTAHR) Lālāmilo Research Station. An alternative alignment with the trail remaining on the south side of the stream through the CTAHR property was explored. This was preferred to avoid the cost of bridge construction. However, CTAHR staff expressed concern about the loss of its agricultural land, as well as security issues associated with a public trail right next to actively cultivated fields. In addition, easements for the north side of the stream had already been secured, when the Department of Land and Natural Resources (DLNR) granted the County an easement in 2004. Changing the alignment to the south or Kona side of the stream would also require modification of this easement. Therefore, the decision was made to build the path on the north side of the stream, following the northern boundary of the Lālāmilo Research Station property.

Kahawai Street to County Refuse Transfer Station

This segment of *Ke Ala Kahawai o Waimea* is 1.4 miles in length. At Kahawai Street, the trail crosses back to the Kona or south side of Waikōloa Stream, onto pasture lands owned by Parker Ranch. Trail easements from Parker Ranch have been obtained for this entire section. The land on the opposite (north) side of the stream is occupied by the Sandalwood subdivision.

Immediately west of the Sandalwood subdivision, the path will cross back to the north side of the stream, onto County land adjacent to the Waimea Refuse Transfer Station. This 17.6-acre vacant parcel is designated as a future park, and a portion will be used for parking and trail access. The trail will follow the stream past the adjacent refuse transfer station. Just before South Kohala Distribution Road, the path will again cross the stream, back to the south side.

County Refuse Transfer Station to “Clark Property” (Kamuela View Estates)

The western-most section of the trail extends from South Kohala Distribution Road, through open, State-owned property to the former Clark property on Kawaihae Road, a distance of 1.8 miles. For most of this segment, the trail remains on the south side of Waikōloa Stream. Land on the opposite side of the stream is planned for a Department of Hawaiian Home Land’s subdivision.

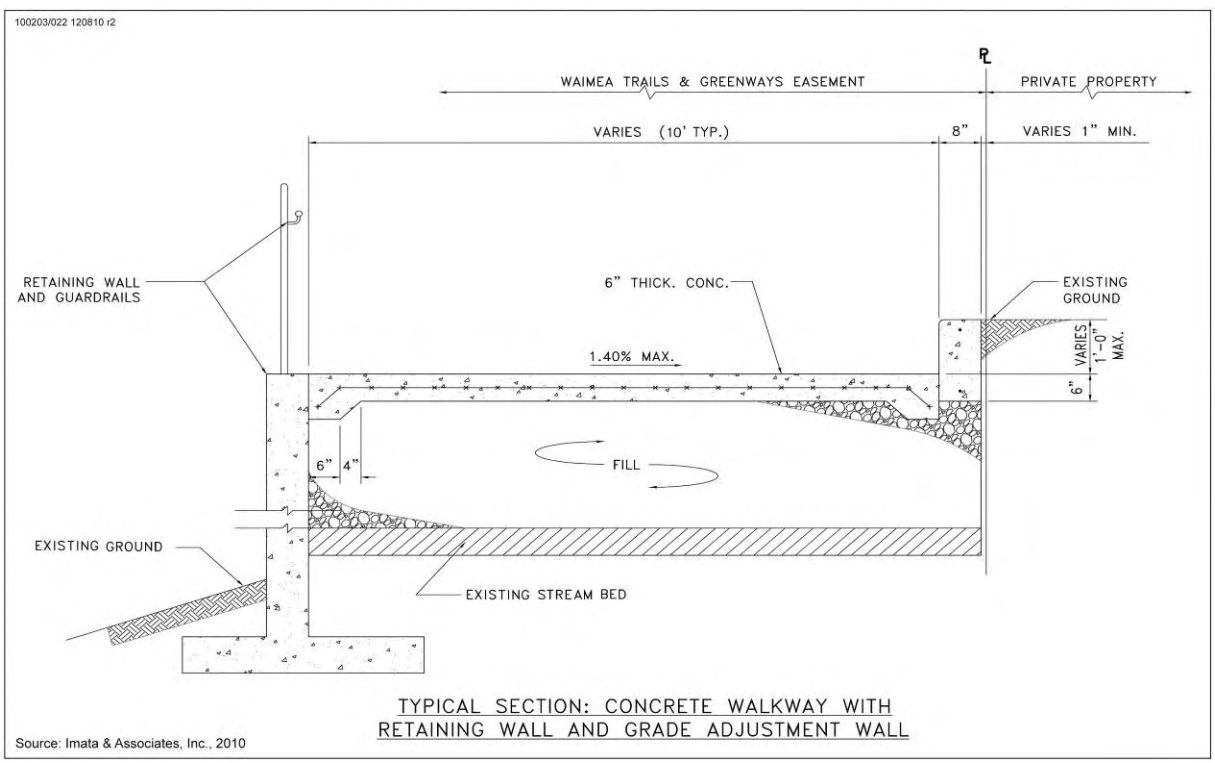
At a point directly south of the Kamuela View Estates subdivision, the trail crosses the stream and heads north toward Kawaihae Road, where it terminates at the 8-acre “Clark Property.” This

site on Kawaihae Road is directly across the Kamuela View Estates subdivision, and was donated to the County by Waimea resident Henry Clark in 1999. The property is intended to be used as a park and trail head for *Ke Ala Kahawai o Waimea.*

Technical Characteristics

The *Ke Ala Kahawai o Waimea* right-of-way varies in width depending on the segment in which the trail is located. However, the path itself will be paved and typically 10 feet wide. A ten-foot width will comfortably accommodate two-way traffic as well as pedestrians, bicyclists, and joggers. The County requires that the path comply with Americans with Disabilities Act (ADA) accessibility guidelines for outdoor areas. This will make the trail accessible to a range of users including pedestrians, bicyclists, young children, seniors, and people with disabilities or limited mobility.

In most areas, the path will be built of poured-in-place concrete which is longer lasting and will withstand temperature changes, and provide a safe and stable surface for users. Concrete will also require the least amount of long-term maintenance. Alternative materials may be used to help reduce trail construction costs. In certain areas, for example along the equestrian trail, alternative materials such as compacted earth, crushed gravel, or grass may be used.



(this section used in Increment 1 near Carter Center)

Grade (slope) is defined as the slope parallel to the direction of travel and is calculated by dividing the vertical change in elevation by the horizontal distance covered (i.e., rise over run). For example, a trail that gains 2 feet in elevation over 40 feet of horizontal distance has a grade of 5 percent. The multi-use path will be designed with minimal grade of less than 5%, so that handrails will not be required. Cross slope, or the side-to-side slope of the trail, will be less than 2% along the entire path.

Due to existing topography and natural constraints, limited segments of the path or access roads may not be fully ADA compatible. Signage will be installed to inform users that these sections are not ADA compliant.

Rest areas on the side of the trail will be provided at various scenic or shady areas. In Increment 1, There are three rest areas proposed: near the Lindsey Road bridge, near Sta. 30+00 after the first box culvert, and near Sta. 06+25 near Pu‘u Opelu Road. In Increment 1, water fountains will be provided at the rest stops where water lines are available. The rest areas will have benches, trash receptacles, and be paved to provide a place for bicycles, strollers, and wheelchairs to park off the main path.

Retaining walls will be required in two areas of Increment 1 where the stream bank is badly eroded. In one area, debris in the stream caused a diversion resulted in severe erosion along the trail easement. In the area behind the Carter Center, the stream overflowed at a sharp bend, jumped its bank and veered into the Nature Park. Retaining walls are needed in both these areas to prevent further erosion which could destabilize and damage the paved trail.

Retaining walls may be required in future increments to protect the trail from stream erosion or because the path needs to be cut into an existing hillside.

Trail Access and Parking

The multi-use path would be accessible via existing roads that would be designated as “signed shared roadways.” Entry points would be at the future County park, the area near the County Refuse Transfer Station, Kahawai Street, Opelo Road, the Waimea Nature Park, Carter Center, Lindsey Road, and Church Row.

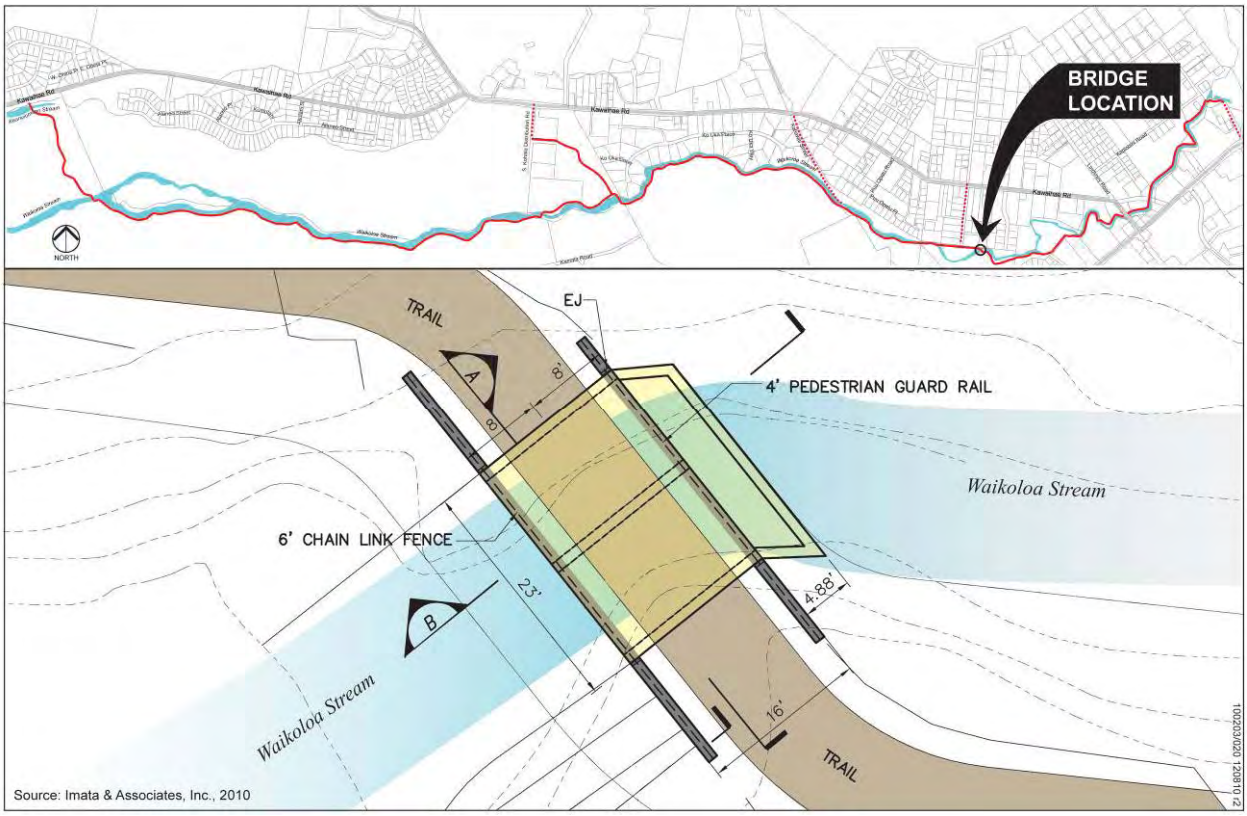
Future parking lots will be constructed on the Clark Property at the far western end of the trail, and at the future County Park adjacent to the refuse transfer station. No other designated parking lots are planned. Many users are likely to park near the Waimea Nature Park, Waimea Park or other areas within Waimea town, and access the trail on foot. Most trail users are expected to be Waimea residents, and many will not require vehicle parking.

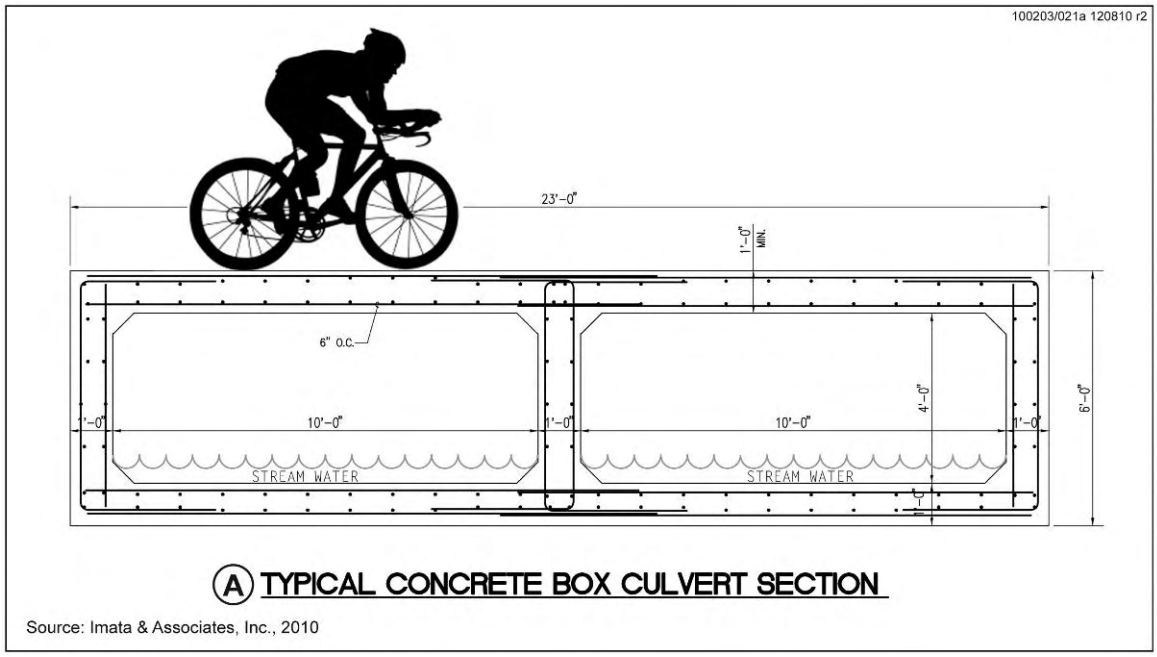
Although the trail will be accessible from designated points along its length, major landowners along the path have such as Parker Ranch and the University of Hawai‘i CTAHR have requested fencing to prevent unauthorized entry into actively used pasture or agricultural areas.

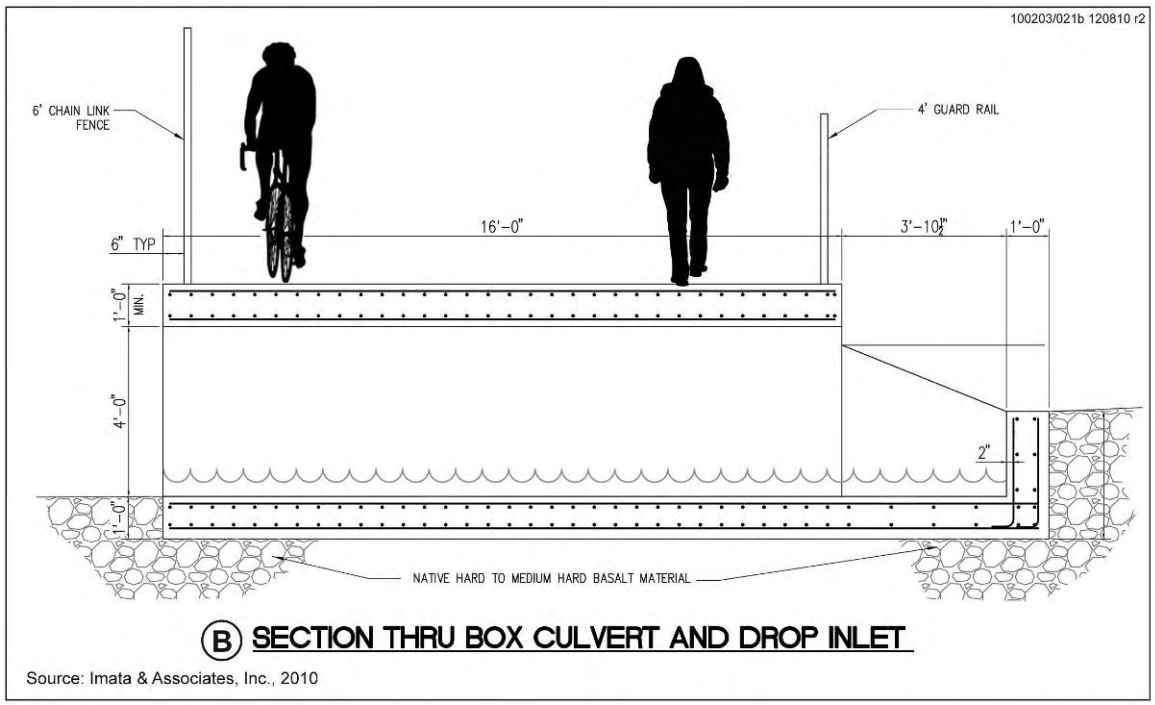
Stream Crossing Alternatives

Ke Ala Kahawai o Waimea will cross Waikōloa Stream in nine places, and Keanuiomano Stream in one place. Although this number of stream crossings is far from ideal, the final route was largely driven by the need to minimize disruption to adjacent land uses, and to stay within areas where landowners were willing to grant easements. For example, in the segment through the Lālāmilo Research Station, the County was unable to secure an easement to continue the trail along the southern side of the stream. Therefore, the trail crosses back and forth over the stream to avoid the Lālāmilo Research Station fields. Likewise, in the segment near the County refuse transfer station, the trail crosses over to the north side of the stream to avoid privately-owned farm land on the south side.

At each of these crossings, a decision will be made about what type of crossing structure is most appropriate. However, all crossings will comply with State, County and federal regulations pertaining to flood conditions and drainage. In Increment 1, low water crossings in the form of cast-in-place box culverts were selected. A site plan showing a bridge in Increment 1 and sections of the box culverts are shown in the illustrations below.







Because the path must accommodate both pedestrians and bicycles and be ADA-compliant, the crossing structures must meet minimum width, slope and accessibility criteria. A simple ford crossing, such as the one that exists in Waikōloa Stream near Kahawai Street, would be far less expensive to construct than a culvert or bridge. However, a ford crossing would need to meet

federal accessibility criteria in order to be federally funded. In addition, the hydrology would need to comply with flood and stream flow guidelines.

Equestrian Trail

The preferred alternative includes an equestrian trail in the area west of the County refuse transfer station. As noted above, a future equestrian trail was considered from the beginning of the original Waimea Trails and Greenways project. Although the WTG Committee initially considered incorporating equestrian use as part of the multi-use path, during land negotiations, the Parker Ranch Trustees were adamant that equestrian use be taken out of the mix, citing safety concerns. Their granting of easements across their land was contingent upon equestrian use being eliminated from areas where bicycles and pedestrians were present, citing the potential for serious accidents. The Waimea Outdoor Circle echoed these concerns, saying they would not allow horses in the Waimea Nature Park. The current land easements that the County has negotiated preclude equestrian use east of the County refuse station. Therefore, the only possible section of the route for equestrian use would be the western-most segments which are on State and County lands.

Location of Equestrian Trail

The current project includes the option for a separate, dedicated equestrian trail in the area west of the County refuse transfer station, as shown on Figure 3. State-owned land adjacent to the County Transfer station was identified for use as a trail head, and could accommodate horse trailer parking. Figure 3 shows a 200+ foot wide easement in the area west of the equestrian trail head, which can accommodate both the main multi-use path and a separate horse trail. The equestrian trail would terminate where the main path crosses Waikōloa Stream.

The equestrian trail, like the main path, would need to cross over to the Kona or south side of Waikōloa Stream at the County Refuse Transfer Station. This stream crossing could either be shared with the main path, or a separate equestrian crossing could be built. If a shared crossing is proposed, it is recommended that bicyclists be required to dismount, to avoid spooking the horses.

A future equestrian trail could also link up with the Parker Ranch trail system that would start at Paniolo Park (Parker Ranch Rodeo Arena). At this time, there is no land committed to an equestrian trail between the County Transfer Station and Paniolo Park. However, a network of equestrian trails has continued to be discussed within the equestrian community, and future linkages with *Ke Ala Kahawai O Waimea* could be explored and developed.

Equestrian Trail Characteristics

Unlike the main multi-use path, the horse trail will not be paved, but will likely be comprised of soil, crushed rock, or some type of aggregate which is both durable and low maintenance. Because the terrain area is fairly level and rainfall levels are low, trail erosion is not expected to

be a major concern. Nonetheless, the engineering design of the equestrian trail should minimize erosion by use of stream bank strengthening and stabilizing techniques; for example, use of ground cover, geotextiles, gabions, etc.

There are no national standards regarding the width of equestrian trails, but single track (i.e., "one way") trails can vary from 1.5 to 8 feet. Double-track (i.e., two-way) treads are often 5 to 6 feet wide, providing ample clearance for passing. The appropriate trail width can be determined in consultation with the prospective users if and when the equestrian trail is planned.

3.3 SELECTION OF PREFERRED ALTERNATIVE

All of the alternatives discussed in this Alternatives Analysis chapter were considered, but the preferred alternative, for a multi-use path following Waikōloa Stream, is clearly superior and is the County of Hawai'i's preferred option.

One of the primary criteria for evaluating alternatives is to what extent they meet the project's purpose and need. There are several stated purpose and need objectives, including: 1) providing alternative non-vehicular transportation options; 2) improving safety for pedestrians, bicyclists and non-motorized transport; 3) providing connectivity between major destination points; 4) enhancing access to and enjoyment of natural and scenic areas; and 5) increasing recreation and fitness opportunities. Only the proposed *Ke Ala Kahawai o Waimea* meets every one of these objectives.

The preferred alternative also offers the greatest feasibility and buildability. Easements from adjacent landowners have already been obtained for all of Increment 1, and most of the remainder of the route. Negotiations with landowners have been ongoing for many years. By contrast, many of the homeowners who would be impacted by the mauka alternatives have expressed extremely strong objections to these routes. It is almost certain that obtaining easements for these options would take years, if at all. The alternative to construct bike lanes would also require land condemnation to sufficiently widen major roadways.

There are physical and engineering challenges associated with all of the alternatives. Steeper, streamside areas in Increment 1 of the preferred alternative will require retaining walls. Bridges or culverts are required for several stream crossings. The dismissed alternatives would likewise present their own physical challenges. Mauka alternatives located north of Kawaihae Highway include steep areas and flood prone sections. Access to Waimea town from a mauka trail would require crossing busy Kawaihae Road, which presents safety concerns for trail users, and could have traffic impacts. These routes would also require expensive and time consuming surveys for possible unexploded ordnance associated with the former Waikōloa Maneuver Area. Although these would be conducted by the Army, these areas are not currently scheduled for surveying, and it is uncertain when funding would be available. Other alternatives, such as constructing bike lanes on Kawaihae Road and Mamalahoa Highway would require road widening and land

acquisition. This would be extremely costly, and likely have adverse impacts on landowners, commercial areas and disrupt traffic during construction.

The preferred Waikōloa Stream trail has widespread support, developed over years of community planning and discussion. Dozens of community volunteers have spent hours clearing portions of the trail, and there is a high level of enthusiasm and community pride for this project. *Ke Ala Kahawai o Waimea* has the support of many community organizations, including the Waimea Trails and Greenways, People's Advocacy for Trails Hawai‘i (PATH), and the Waimea Outdoor Circle. Agreements for this alignment are already in place with public and private landowners along the route, including the University of Hawai‘i, Parker Ranch, the Catholic Church, and BP Partners. The stream trail is being proposed by the County of Hawai‘i Department of Parks and Recreation, has the endorsement of the Mayor's Office. It has been incorporated into a number of accepted planning documents, including the South Kohala Community Development Plan, the Waimea Circulation Plan, and Bike Plan Hawai‘i.

Ke Ala Kahawai o Waimea, the stream trail of Waimea, is by far the superior alternative of any discussed in this Alternatives Analysis, and enjoys widespread public support. *Ke Ala Kahawai o Waimea* is the preferred alternative, and will be the subject of this Environmental Assessment.

All other alternatives discussed in this Alternatives Analysis are being dismissed from further consideration. However, as required by the National Environmental Policy Act (NEPA), the environmental analysis in Chapter 4 includes a short discussion of the impact of the (now dismissed) alternatives.

Table 3-1: Comparison of Alternatives

Screening Criteria	No Action	Bike Lanes Along Kawaihae Rd and Mamalahoa Hwy	Alternative Trail Alignments and Segments	Preferred Alternative: *Ke Ala Kahawai o Waimea*
Project Purpose & Need				
Accommodates a range of users (pedestrians, bicyclists, joggers, equestrians)?	No	Accommodates more experienced bicyclists but not pedestrians, joggers, or less experienced bikers and children.	Mauka alternative could accommodate a range of users. Areas with hilly terrain could be less accessible to some users.	**Yes**
Provides non-vehicular transportation option?	No	**Yes,** but for bicyclists only.	**Yes**	**Yes**
Links major destination points in Waimea?	No	**Yes.** Links major destinations points along Kawaihae Road and Mamalahoa Highway.	Mauka alternative links residential areas to HPA. Limited connection to other schools or commercial areas south of Kawaihae Road.	**Yes**
Safe and accessible for all users (including children, seniors, handicapped)?	No	No. Improves safety of existing roads for bicyclists only.	No. Steep and hilly areas not fully accessible.	**Yes**
Provides recreational and open space amenity for community?	No	No	Limited. Mauka segments provide a recreational resource, but location limits primary users to mauka residents.	**Yes**
Feasibility/Buildability				
Physical conditions, land availability	Not applicable	Roadway ROW is very limited, may not be wide enough for dedicated bike lanes. Road widening (and condemnation) likely required.	Mauka segments are hilly and in close proximity to private residences. Would require easements and/or land acquisition from many private residential owners north of Kawaihae Road.	Stream side location. Easements have been obtained for all of Increment 1. Easements for subsequent increments are being negotiated.
Topography, slope	Not applicable	Roadway topography and	Hilly and steep topography in	Relatively level topography except

Screening Criteria	No Action	Bike Lanes Along Kawaihae Rd and Mamalahoa Hwy	Alternative Trail Alignments and Segments	Preferred Alternative: *Ke Ala Kahawai o Waimea*
		slope are suitable for bike lanes.	some mauka areas.	for some steeper areas close to stream which require grading.
Stream crossings	Not applicable	No stream crossings or bridges required.	Potential stream crossings.	Ten stream crossings in order to remain on public or private land where easements have been obtained.
Physical Environment				
Construction-period impacts	Not applicable	Major traffic impacts if roadway widening is required. Construction will impact main roadways.	Could result in severe disruption and inconvenience to adjacent homeowners along mauka trail alignment.	Noise and dust impacts to Sandalwood subdivision, Hale Waimea housing, and Kanu o ka ʻĀina PCS.
Flood hazard	No impact.	No impact	Sections may be within stream floodway and flood prone areas.	Sections are within stream floodway and flood prone areas. Trail will be outside of floodway and no net rise in flood elevation allowed
Erosion	No impact.	No impact, best management practices during construction would be employed.	Extensive grading may be required in steep areas, with potential for erosion. Mitigated by appropriate trail design and BMPs during construction.	Potential for erosion in some steep areas near stream. Mitigated by appropriate trail design and BMPs during construction.
Noise and Air Quality	No impact.	Some minor construction period impacts during road widening.	Construction period impacts to surrounding subdivision residents.	Minor construction period impacts to residential lots
Stream Water quality	No impact.	No impact	Potential for adverse impact at stream crossings. BMPs required during construction.	Potential for adverse impact at stream crossings. BMPs required during construction.
Traffic	No impact to	Will improve	Mauka segments	Will provide an

Screening Criteria	No Action	Bike Lanes Along Kawaihae Rd and Mamalahoa Hwy	Alternative Trail Alignments and Segments	Preferred Alternative: *Ke Ala Kahawai o Waimea*
	existing traffic conditions. Will do nothing to alleviate existing in-town congestion or to reduce short-distance vehicle trips.	bicycling conditions along Kawaihae Rd. and Mamalahoa Hwy. During construction, short-term traffic impacts traffic at major intersections especially where road widening is required.	would encourage more walking and bike commuting by HPA students and staff. Potential traffic safety concerns along Kohala Mountain Road and where the trail would meet/cross Kawaihae Road (Kahawai Street and Ohina Street).	alternative transportation option, reducing short-distance vehicle trips and possibly alleviating congestion around Waimea Elementary and Middle School. Minimal traffic impacts during construction, as path is separated from major roadways.
Unexploded Ordnance (UXO) Hazards	No UXO clearance has been conducted for stream areas.	No impact	No UXO clearance has been conducted north of Kawaihae Road by Army. Survey and clearance activities need to be completed.	Majority of trail alignment has been cleared of UXO, except areas within stream bed. Signage needed to keep users out of stream.
Natural Environment				
Terrestrial Flora/Fauna	No impact	No impact	No threatened or endangered species impacted.	No threatened or endangered species impacted. Some clearing of mature trees required. Limit tree cutting during bat breeding season.
Stream biology	No impact	No impact	Potential impact at stream crossings. Culverts should be designed to allow continued migration of amphidromous species.	Potential impact at stream crossings. Culverts should be designed to allow continued migration of amphidromous species.
Socio-Economic Environment				
Impact on adjacent landowners (residential, commercial)	No impact.	Roadway widening likely needed to accommodate bike lane, with possible impact on existing	Mauka alternatives traverse existing subdivisions, requiring easements or land	Some construction period noise and dust. Trespassing and security concerns expressed

Screening Criteria	No Action	Bike Lanes Along Kawaihae Rd and Mamalahoa Hwy	Alternative Trail Alignments and Segments	Preferred Alternative: *Ke Ala Kahawai o Waimea*
		commercial properties on Kawaihae Rd and Mamalahoa Hwy. Temporary traffic impacts on Waimea Town traffic and access during construction.	condemnation. Mauka homeowners have concerns about trespassing, noise and security if trail was constructed. Equestrian segment next to Lālāmilo Farmlots would have had adverse impact on farming operations.	by some Sandalwood residents. Presence of stream will provide natural noise and physical barrier between trail and Sandalwood. Fencing separating trail from CTAHR and Parker Ranch lands should minimize impact on ongoing pasture and agriculture use.
Historic and cultural resources	No impact	No impact	Possible impact to known historic sites. Inventory surveys recommended if this alternative were selected.	Inventory surveys recommended when final alignment is determined. Inventory survey completed for Increment 1 found no adverse impact with recommended mitigation.
Other Issues				
Has widespread public support?	Continuation of the status quo (no action) is not likely to generate active opposition, but is not an option with a high level of support.	No. There is little public support for this alternative. Bike Plan Hawai‘i recommended creation of signed shared roadways on Kawaihae Rd. and Mamalahoa Hwy. instead of bike lanes. Roadway widening and commercial displacement required for bike lanes would likely have little public support.	No. Mauka routes have high level of opposition by subdivision homeowners. Lālāmilo Farmlot route has high level of opposition by farmers. Not endorsed by any agencies or interest groups.	**Yes.** This alternative has high level of public support and has been promoted by the WTG Committee since 1994. Project is endorsed by South Kohala CDP, Waimea Traffic Circulation Study and Bike Plan Hawai‘i.
Is consistent with Public Plans and Policies?	N/A	No. Bike Plan Hawai‘i, State	No. Mauka trail alignments are not	**Yes.** This route for a trail and

Screening Criteria	No Action	Bike Lanes Along Kawaihae Rd and Mamalahoa Hwy	Alternative Trail Alignments and Segments	Preferred Alternative: *Ke Ala Kahawai o Waimea*
		Bicycling Master plan, recommended signed shared roadways on Kawaihae and Mamalahoa.	included in any public plans, with the exception of some segments east of Church Row which are included in Bike Plan Hawai‘i. These trail segments are beyond the current project area.	greenway has been endorsed by a number of public planning documents including South Kohala CDP and Waimea Traffic Circulation Study.

4 AFFECTED ENVIRONMENT, IMPACTS AND MITIGATION

4.1 INTRODUCTION

This chapter describes the existing environment, potential project impacts and proposed mitigation. This chapter is organized by resource area, and is generally divided into: 1) physical environment, 2) biological environment, 3) socio-economic environment, 4) utilities and infrastructure, 5) traffic, and 6) public services and facilities.

The discussion of environmental impacts includes both direct and indirect impacts. Direct impacts are those caused by the action and occur at the same place and time. Indirect effects may occur later in time or farther in distance, but are still reasonably foreseeable. The analysis in this chapter also identifies possible cumulative environmental impacts. Cumulative impacts are defined as the results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

This section also addresses the environmental impacts of the other project alternatives discussed in Chapter 2.

4.2 PHYSICAL ENVIRONMENT

4.2.1 Existing Land Use

Existing Conditions

The project corridor is separated into four segments, running east to west. Each segment is differentiated by its unique physical characteristics, land use, and land ownership. Construction of the multi-use path will be phased by segment, starting with Increment 1, the segment between Lindsey Road and Kahawai Street. Figure 4 shows the location of the trail segments, and major landowners and existing land uses along the route.

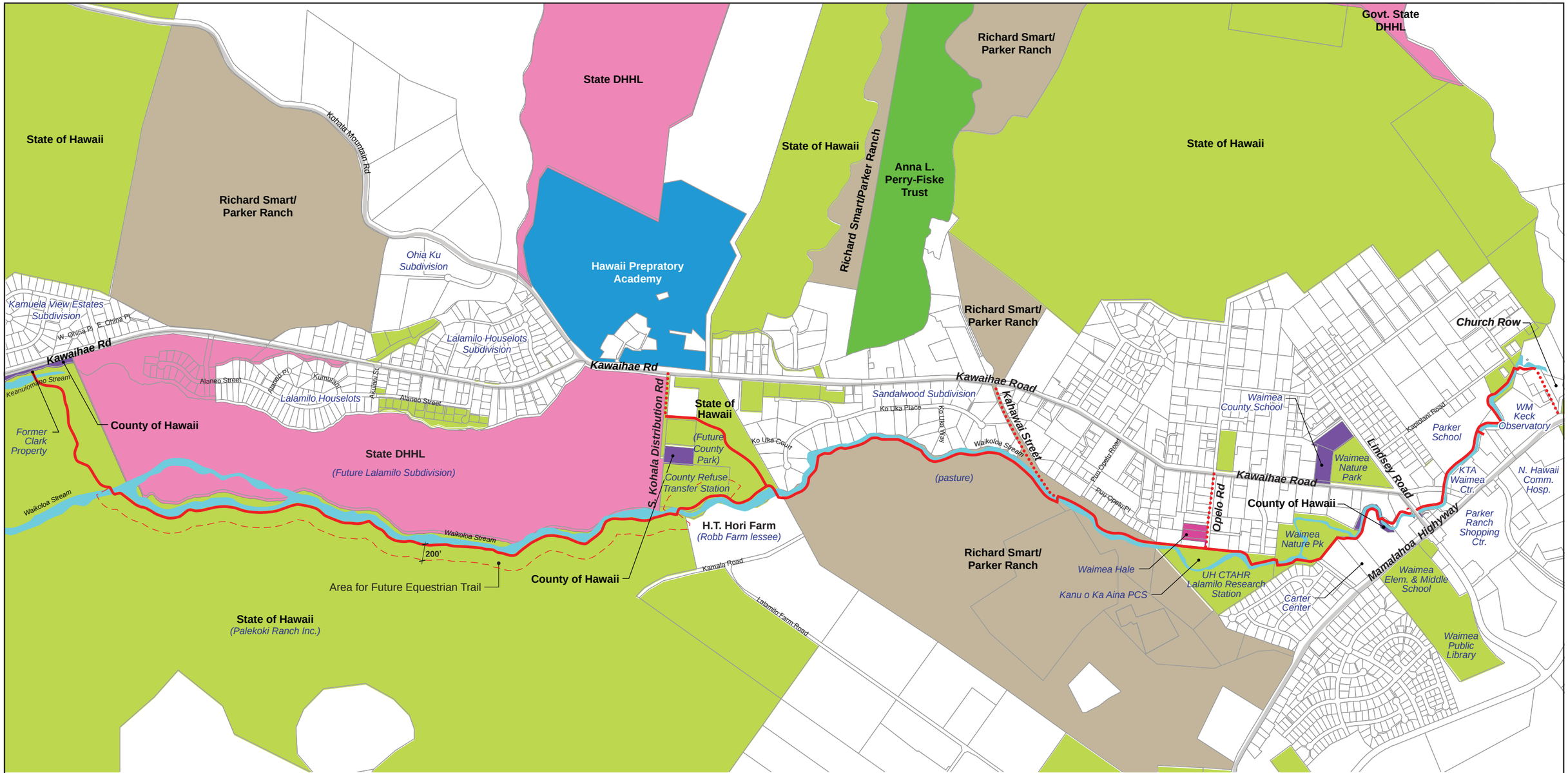
Ke Ala Kahawai o Waimea Segments

Trail Segment *(east to west)*	Phasing Increment	Approx. Length	Landowner	Land Use/Physical Conditions
Church Row to Lindsey Road	3 or 4	0.6 mile	Various	Commercial, urbanized area
Lindsey Road to Kahawai Street	1	1.0 miles	Various	Residential, commercial, agriculture and pasture
Kahawai Street to Waimea Refuse Transfer Station *(South Kohala Distribution Road)*	2	1.4 miles	Parker Ranch, County of Hawai‘i	Residential, Pasture, Refuse station
Refuse Transfer Station to “Clark Property” *(across Kamuela View Estates)*	3 or 4	1.8 miles	State of Hawai‘i	Undeveloped Dryland
TOTAL		4.8 miles		

Church Row to Lindsey Road

The eastern end of the trail starts near Church Row in Waimea Town, and extends 0.6 miles along the Waikōloa Stream to Lindsey Road. Church Road will be designated as a signed shared roadway, and will provide access to the path from Mamalahoa Highway. The multi-use path will start at the end of Church Road next to Waikōloa Stream, and head west (left) following the stream. In this first segment, it will pass through land occupied by some of Waimea’s main commercial and institutional uses, including the Catholic Church, W.M Keck Observatory, Parker School, and KTA Waimea Center.

Church Road will be designated as a signed shared roadway providing access to the path from Mamalahoa Highway.



LANDOWNERS

- State of Hawaii
- Department of Hawaiian Home Lands (DHHL)
- County of Hawaii
- State Hawaii Housing Authority (HHA)
- Richard Smart/Parker Ranch
- Hawaii Prepratory Academy
- Anna L. Perry-Fiske Trust
- Other Private Owner

LEGEND

- Shared Use Path
- Signed Shared Roadway

NORTH

0 300 600 1200
SCALE IN FEET

Figure 4
EXISTING LAND USES AND OWNERSHIP
Ke Ala Kahawai o Waimea,
Waimea Trails and Greenways
Draft Environmental Assessment

Stream side areas west of Church Row.

The bank of Waikōloa Stream behind the KTA Waimea Center (left) is narrow, and the path will be on the opposite (north) side of the stream, on land owned by Parker School.

Lindsey Road bridge, looking east. This bridge will be rehabilitated in 2011. It is recommended that the multi-use path be built under Lindsey Road, in a separate underpass.

Lindsey Road to Kahawai Street (Increment 1)

This 1.0-mile segment of the multi-use path has been identified as Increment 1, or the first section of the project to be constructed. The path passes behind the Carter Center professional building, St. James Center, on the edge of the Waimea Nature Park.

Path passes behind the Carter Professional Center.

In this segment, community volunteers have cleared brush and debris, removed trash and laid wood chips to create a usable walking path. (Photos courtesy of Waimea Trails & Greenways)

The existing path approaching the Waimea Nature Park through a Eucalyptus grove.

The path will pass along the boundary of the Waimea Nature Park, along an old road dating from WWI when it was used by the military as the Camp Tarawa training camp. The County was granted an easement for the multi-use path through this area.

The existing path along the stream in this area is lush and shady and is enjoyed by many in the community

West of the Waimea Nature Park, the stream crosses through property owned by the University of Hawai‘i’s (UH) College of Tropical Agriculture and Human Resources (CTAHR) Lālāmilo Research Station. The stream banks through this section are steeper and rocky, and densely vegetated. Unlike the area near the Nature Park, there is no clear or defined pathway at present.

Steeper areas near the stream may require some grading.

UH's Lālāmilo Research Station is located near Opelo Road.

A small wooden bridge at Opelo Road on the Lālāmilo Research Station property. In this area, the path would be located on the north side of the stream, behind the Kanu o ka 'Āina PCS (shown in background).

Just before Opelo Road, the multi-use path will cross over to the north side of the stream, and then follow the northern boundary of the Research Station property, between the Kanu o ka ʻĀina New Century Public Charter School (PCS) and the Waimea Hale apartments.

The Kanu o ka ʻĀina PCS campus on Opelo Road includes students from Grades 2 through Grade 5. Students in Grades 6 through 12 are housed at another campus in Puʻukapu in Waimea. It is anticipated that the Opelo Road campus will relocate to Puʻukapu within the next one to two years. As currently designed, Increment 1 of the trail will not displace any of the permanent buildings at the school. However, some of the portable buildings, containers, and sheds encroach on the trail easement and may need to be relocated if the school is still there. A leach field may also be encroaching on the easement and may need to be relocated. The existing fence will be relocated to separate the path from the school.

The path will follow the Lālāmilo Research Station's northern boundary, threading through a narrow corridor between the Kanu o ka ʻĀina PCS and the Waimea Hale apartments. No permanent school buildings will be displaced.

Opelo Road will be designated as a signed shared roadway providing access to the trail from Kawaihae Road. Currently, there are two locked gates at the end of Opelo Road where the CTAHR Lālāmilo property begins. The pedestrian gate shown in the photo above may need to be relocated when the trail is built.

The section of the trail between Opelo Road and Kahawai Street has recently been cleared by volunteers and is being enjoyed by local residents. Additional community work days are planned to continue improving this segment.

(Photos courtesy of Leningrad Elarionoff)

Kahawai Street would be another designated trail access road. Due to narrow width of street, no public trail parking will be allowed.

Improvements are recommended in the future to keep foot and bicycle traffic off private property.

Source: Google Maps

The path will cross back to the south side of the stream near this existing ford crossing at Kahawai Street.

Kahawai Street to Waimea Refuse Transfer Station (South Kohala Distribution Road)

This section of *Ke Ala Kahawai o Waimea* extends 1.4 miles from Kahawai Street, at the eastern end of the Sandalwood Subdivision, to South Kohala Distribution Road at the Waimea Refuse Transfer Station. In this area, the trail runs along the south side of the stream on pasture land owned by Parker Ranch. Easements have been negotiated with Parker Ranch. The Sandalwood subdivision is located on the north side of the stream through this area.

The terrain and vegetation through in this section of the project corridor can be characterized as open pasture land. The path will be constructed within a 30-foot corridor adjacent to the stream, but outside the stream floodway.

Homes in the Sandalwood subdivision are located on the opposite (north) side of Waikōloa Stream

Pasture land owned by Parker Ranch. In this section, the path will be located within a 30-foot easement adjacent to the stream (at right).

Approaching the Waimea Refuse Transfer Station.

As the path moves west toward the County's Waimea Transfer Station, a 17.6 acre State-owned parcel on the north side of the stream has been designated as a future County park. The park will include parking and provide access to the trail. The area may also serve as a trailhead for an equestrian trail, including horse trailer parking.

In this area, the path will again cross over from the south to the north side of the stream, in order to remain on public (County) property. The land on the south side of the stream is owned by H.T. Hori Farm, and leased to Robb Farm. An easement from Parker Ranch is still needed in this area

to allow the trail to cross the stream. The path will cross back over to the south side of the stream past the Robb Farm area.

Waimea Refuse Transfer Station to "Clark Property"

This western-most segment of the trail extends about 1.8 miles from South Kohala Distribution Road following Waikōloa Stream on lands owned by the State of Hawai'i. The physical landscape undergoes a noticeable change from open pasture land (east of the transfer station) to a drier, rocky and windswept terrain to the west. Sparse vegetation can be found lining the stream, but surrounding areas offer only patchy areas of weedy grass and shrubs. Winds are frequently gusty through this area and the lack of vegetation contributes to a desolate and wind blown environment. The dry conditions have been exacerbated by the ongoing drought. This area offers sweeping views of the Kohala Mountains in the distance.

Through most of this segment, the path is located on the south or Kona side of Waikōloa Stream. The State lands on the north side of the stream are planned for the Department of Hawaiian Homeland's Lālāmilo subdivision.

Over the past century, these lands have been used for cattle ranching, and prior to that, by the U.S. military as part of the Waikōloa training range. In pre-contact times, the area was inhabited by Hawaiians and used for agriculture, as evidenced by historic properties that have been identified in the vicinity including '*auwai* (irrigation ditches), agricultural fields and house sites. A Cultural Impact Assessment conducted for the project did not identify any present-day cultural practices of any kind (Cultural Surveys, Hawai'i, Inc., 2003).

Terrain west of the refuse transfer station is dry and windswept, with sparse vegetation. Views toward the Kohala Mountains are unobstructed.

Land in the foreground on north side of Waikōloa Stream are planned for DHHL's Lālāmilo subdivision. *Ke Ala Kahawai o Waimea* would be on the opposite (south) side of Waikōloa Stream.

Route of the multi-use path on the south side of Waikōloa Stream.

The path will cross Waikōloa Stream and head north toward Kamuela View Estates subdivision. The western terminus of the path is an 8-acre parcel on Kawaihae Road donated by Waimea resident Henry Clark.

After following the stream for about 1-1/2 miles, the path crosses Waikōloa Stream and heads north toward Kawaihae Road on State-owned land. Closer to Kawaihae Road, the path will cross Keanuiomano Stream, and terminate at the former "Clark Property," an eight-acre site across the Kamuela View Estates subdivision. This parcel has been designated as a future County park, and will include trail parking.

Kawaihae Road near the former Clark property (at left).

Source: Google Maps

Project Impacts and Mitigation

The trail crosses public and privately-owned land. Land acquisition or easements will be required for the entire trail corridor. To date, property owners in the first increment, between Lindsey Road and Kahawai Street, have either donated land to the County of Hawai‘i or granted easements for the trail in favor of the County.

Preliminary plans for the entire 4.8-mile path shows 10 stream crossing locations, where the trail crosses from one side of the stream to the other. The stream crossings are needed in several areas to avoid encroaching on private property and to keep the path on public land or areas where easements have been secured. During the design phase for each segment, further analysis will determine whether the crossings will be constructed as in-stream culverts or bridges.

The path will not have an adverse effect on land uses through the developed portions of Waimea Town, and will be compatible with the current use of the corridor as an unpaved walking and jogging path and access route to the Waimea Nature Park.

There will not be any adverse impact to the CTAHR Lālāmilo Research Station or its activities, as the path will cross over to the north side of the stream, away from actively cultivated lands. During trail planning, the possibility of keeping the trail on the south side of the stream at the Lālāmilo Research Station was investigated. This route would have provided more level terrain, required less grading, and eliminated two stream crossings. However, CTAHR personnel confirmed their preference that the trail be located across the stream, along the station’s northern property boundary. They were concerned that a route on the south side of the stream would bifurcate their fields, resulting in the loss of usable agriculture land and disruption to operations. Other concerns were the increased potential for trespassing, theft and vandalism. Because easements have already been obtained from the State for access along the Lālāmilo Research Station’s northern property boundary, the decision was made to stay with this route.

At Opelo Road, the path will thread through a narrow corridor between the Kanu o ka ‘Āina Public Charter School (PCS) and a public housing apartment buildings. Other than construction period noise and dust, there will not be adverse impacts on either. The school will be relocating to a permanent facility within a few years. The completed path will be a benefit to the public housing residents.

Kahawai Street is shown on the plan as a signed shared roadway that would provide public access to the trail. Some of the Kahawai Street homeowners have asserted that it is a private road owned by the individual homeowners. However, County records indicate that Kahawai Street is actually part of a larger Parker Land Trust parcel, and that Parker has granted the homeowners access and utility easements. The County has already secured an easement from Parker Ranch for trail access through a portion of this same parcel, and the easement would just need to be modified to include Kahawai Street.

Kahawai Street is a very narrow, local road with no sidewalk or shoulders, and identifying it as a trail access point will increase the number of people using this route. In order to avoid adverse impacts to residents, signage should be installed to remind trail users that street parking is prohibited, to stay off private property, and to show common courtesy to residents.

At Kahawai Street, the path will cross back to the south side of the stream and remain on Parker Ranch land in order to avoid the Sandalwood subdivision. The path will be visible from the backyards of the Sandalwood lots, and will alter their existing view of open pasture land. However, the presence of the path will not adversely affect these residents, as the stream will provide a natural physical and noise buffer. The path will not impact Parker Ranch's existing pasture or ranching activities in this area. The trail will be within a 30-foot easement adjacent to the top of the slope down to the stream.

As the path reaches the County property at the western end of the Sandalwood subdivision, it will cross to the north side of the stream, to avoid the Robb Farm. Easements for Parker Ranch still must be obtained for this stream crossing. Beyond (i.e., west of) the refuse transfer station, the path crosses back to the south side of Waikōloa Stream, as it passes the lands proposed for the Department of Hawaiian Homelands (DHHL) Lālāmilo homesteads.

The presence of the multi-use path will be an asset for residents of DHHL's Lālāmilo homestead, and will provide a transportation alternative and a recreational and open space resource. In an early consultation letter dated June 14, 2010 (Chapter 9), DHHL indicated they are excited about this trail and greenways project becoming a reality, and that the project will provide recreational opportunities and commuting alternatives to Waimea Town for future Hawaiian Home Lands lessees. With the close proximity of the path to their Lālāmilo project, DHHL noted that they had a few concerns with increased access, potential crime and loitering near residential lots. The stream should provide a natural buffer between the path and the residential area. DHHL will need to provide access to the trail from their development through bridges, culverts or ford crossings. These access points will most likely be used exclusively by DHHL lessees, and therefore can be sited, designed and constructed to address the department's needs and concerns.

Impacts of Other Alternatives

The "mauka alternatives" that were discussed in the Alternatives Analysis (Chapter 3) would pass entirely through privately-owned lands, owned by a few large owners (Hawai'i Preparatory Academy, Richard Smart) and many individual homeowners residing in the Ohia Ku and Pako subdivisions. Larger landowners would likely see the trail as providing direct benefits to their students or employees, and easements could probably be negotiated. However, individual homeowners are likely to see the trail as having an adverse effect, and the mauka alternatives would raise strong objections, as evidenced by the letters received during the EA early consultation. Obtaining easements for a mauka trail would be extremely difficult, and any attempt at land condemnation is likely to result in legal challenges. Overall, the time and

resources required to pursue any of the mauka alternatives would be prohibitive, making the mauka alternatives both impractical and economically infeasible.

4.2.2 Geology and Topography

Existing Conditions

The project area is situated in the Waimea Saddle region between the Kohala Mountains and Mauna Kea volcano at elevations between 2,000-3,000 feet above sea level. Elevations throughout the project corridor range from about 2,100 feet above mean sea level on the east near Church Row, to about 2,700 feet at the far western end of the trail.

Project Impacts and Mitigation

Site work required for construction of the trail will entail clearing and grubbing vegetation, grading the trail, stockpiling excavated material, and hauling debris to approved disposal sites.

While most of the path route is fairly level, some areas in Increment 1 will require grading and construction of retaining walls where the stream banks have eroded or are not stable enough to support the trail.

Impacts of Other Alternatives

Mauka alternative segments are generally on steeper terrain than the preferred alignment, and would have required more grading and site work, retaining walls, and ramps to ensure compliance with the Americans with Disabilities Act (ADA).

4.2.3 Soils and Agriculture

Existing Conditions

Soil Conservation Survey

According to the soil map prepared by the U.S. Department of Agriculture, Soil Conservation Service, *Soil Survey of the Island of Hawai‘i, State of Hawai‘i* (1972), the soils in the project area include (Figure 5):

Waimea very fine sandy loam, 6 to 12 percent (WMC). The majority of the soil in the project area along the proposed trail is Waimea very sandy loam (WMC). This soil is well-drained, very fine sandy loam that formed in volcanic ash. The soil has moderate to rapid permeability, runoff is slow and the erosion hazard slight. In places, the surface is extremely stony with basalt lava found at a depth of 42 inches.

Kikoni very fine sandy loam (Kfa). Very small areas of this soil type are found in the vicinity of Church Row and the small community park at the eastern end of the trail. Kikoni soil is well-drained, very fine sandy loam that formed in volcanic ash. The soil is moderately permeable, runoff is slow and the erosion hazard slight to moderate.

Land Study Bureau Detailed Land Classification

The University of Hawai‘i’s Land Study Bureau *Detailed Land Classification Report for the Island of Hawai‘i* (1972) uses a five-class system for rating agricultural productivity of land. The system uses the letters A, B, C, D and E, with “A” representing the most suitable, highly productive land type and “E” the least suitable land with low productivity.

As shown in Figure 6, most of the agricultural designated lands within the project area are rated “C” or “fair suitability” for soil-based forms of agriculture. In the developed part of Waimea town at the eastern end of the trail, the LSB designated the land “N” for not classified. These areas are designated for urban rather than agricultural use.

There are lands rated “B” or suitable for agriculture in the project corridor, on the Kona or south side of Waikōloa Stream near the County Refuse Transfer Station. This is the Lālāmilo Farm Lots area. In this area, the proposed trail will be located on the north side of the stream, on land rated “C,” and will not impact the higher productivity, B-rated areas.

Agricultural Lands of Importance to the State of Hawai‘i (ALISH) Designations

The State Department of Agriculture’s *Agricultural Lands of Importance to Hawai‘i (ALISH)* system rates land for its agricultural suitability. The ALISH system identifies three categories of agricultural lands—Prime Agricultural Lands, Unique Agricultural Lands, and Other Important Agricultural Lands.

As shown in Figure 7, the land along most of the trail corridor is rated as “Other Important Agricultural Land”, which are lands that are considered important to agriculture, yet with properties (e.g., seasonable wetness or susceptibility to drought, erodibility, etc.) that exclude them from the other two classifications.

The trail passes adjacent to some areas designated as “Prime Agricultural Land” west of and near the UH Lālāmilo Research Station. In the area near the County refuse transfer station, the trail will be on County property, and not impinge on privately-owned Prime Agricultural Land.

Project Impacts and Mitigation

Actively cultivated areas in the vicinity of the project include the CTAHR Lālāmilo Research Station, the land leased by the Robb Farm, and the Lālāmilo Farm Lots. There will not be an adverse impact to any of these agricultural areas. In the segments at the Lālāmilo Station and the

Robb Farm, the path will cross over to the north side of the stream to avoid these actively cultivated lands. The trail will not go anywhere near the Lālāmilo Farm Lots.

The construction of the trail will require vegetation removal, excavation and site work, stirring up dust and increasing the potential for localized erosion. More intensive site work, grading, shoring and construction of retaining walls will be required in sections of Increment 1, where the stream bank is narrow and steep. The terraced retaining walls are needed to provide a flat corridor for the path and shoulders on a steep hillside.

During construction, the construction contractor will employ best management practices (BMP), including proper secondary containment structures around the work area to prevent stormwater runoff into the stream. Cleared areas will be revegetated as quickly as possible. Stockpiling of construction materials will be restricted and all construction debris will be disposed off-site and recycled to the extent feasible. Rainwater accumulated will be naturally evaporated or infiltrated into the ground.

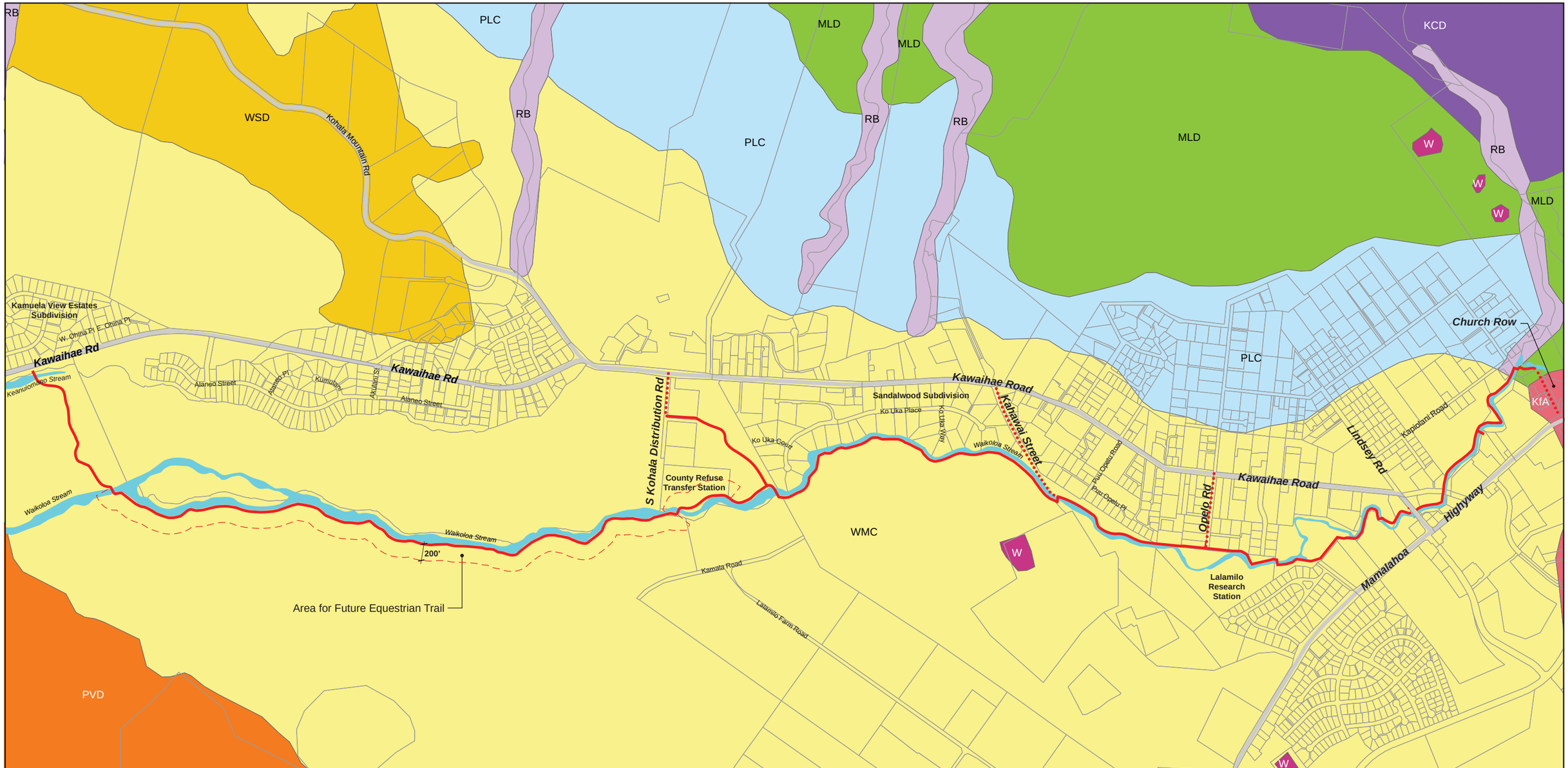
Any impact of construction activities on soils will be mitigated by measures outlined in the applicable County, State and federal regulations.

Impacts of Other Alternatives

Under a No Action alternative, there would be no impacts to soils or agriculture operations. The mauka alternatives located north of Kawaihae Road would not impact ongoing agricultural operations, although limited sections pass through areas actively used as pasture land. Retaining walls and site work would be required in steeper mauka areas, and like the preferred alternative, there would be temporary disturbance to soils during construction.

The mauka alternatives would likely have had more serious construction-period impacts, particularly dust and noise, because of their proximity to existing residential areas, including Lālāmilo Houselots, Ohia Ku subdivision, and Kamuela View Estates.

A former proposal for an equestrian trail along a new bypass road through the Lālāmilo Farm Lots would have had an adverse effect on farming operations, and was vehemently opposed by area farmers. Like the mauka alternatives, this proposal is no longer being considered.



LEGEND

KCD	Kahua silty clay loam, 6 to 20% slopes	PLC	Palapalai silt loam, 6 to 20% slopesz	W	Water >40 acres
KfA	Kikoni very fine sandy loam, 0 to 3% slopes	PVD	Puu Pa extremely stony very fine sandy loam, 6 to 20% slopes	WMC	Waimea very fine sandy loam, 6 to 20% slopes
MLD	Maile silt loam, 6 to 20% slopes	RB	Rough broken land	WSD	Waimea extremely stony very fine sandy loam, 12 to 20% slopes

LEGEND

Shared Use Path

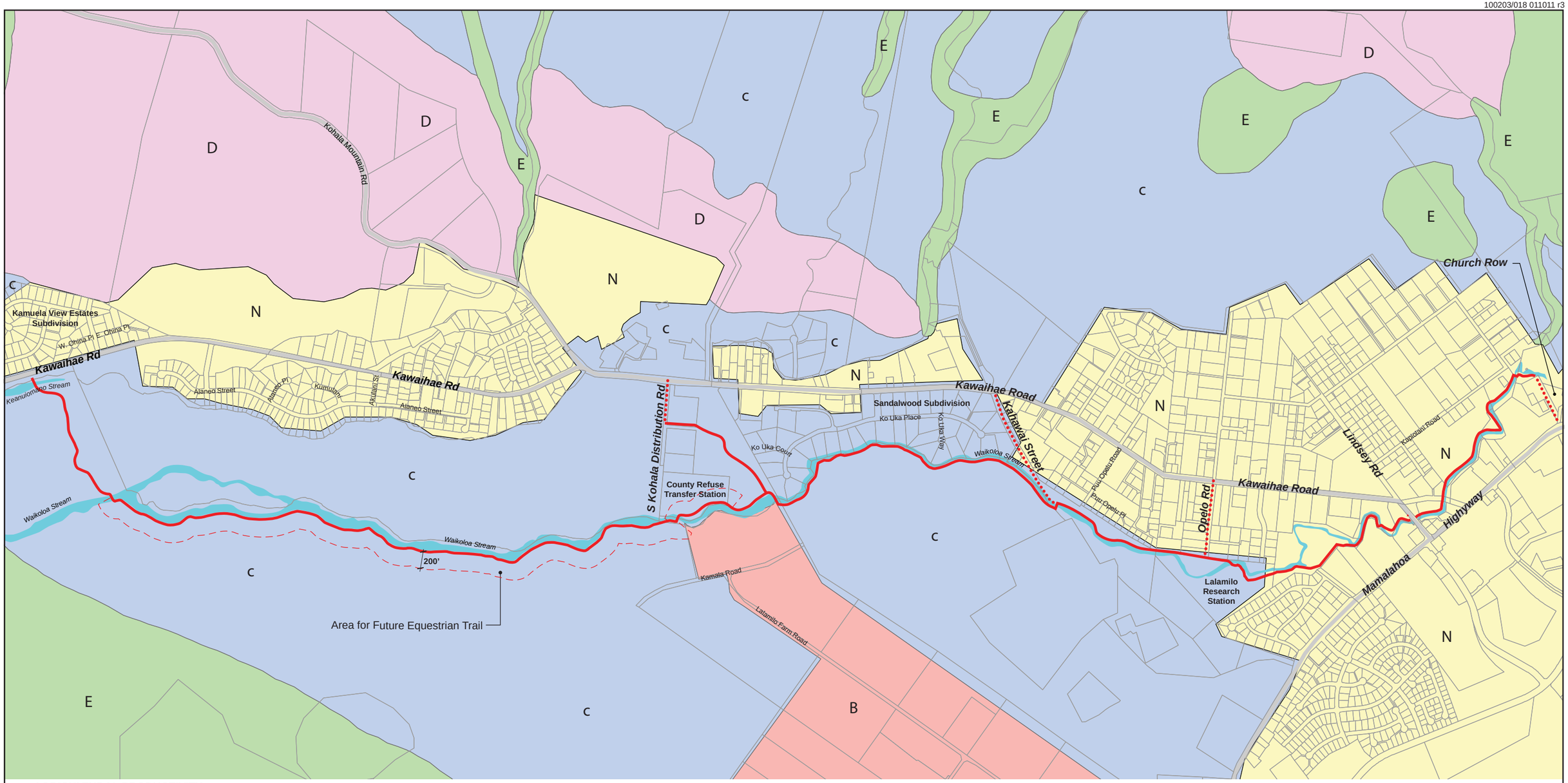
Signed Shared Roadway

NORTH

0 300 600 1200

SCALE IN FEET

Figure 5
SOILS
Ke Ala Kahawai o Waimea,
Waimea Trails and Greenways
Draft Environmental Assessment



AGRICULTURAL PRODUCTIVITY

- A Highest Productivity
- B
- C
- D
- E Lowest Productivity
- N Not Classified

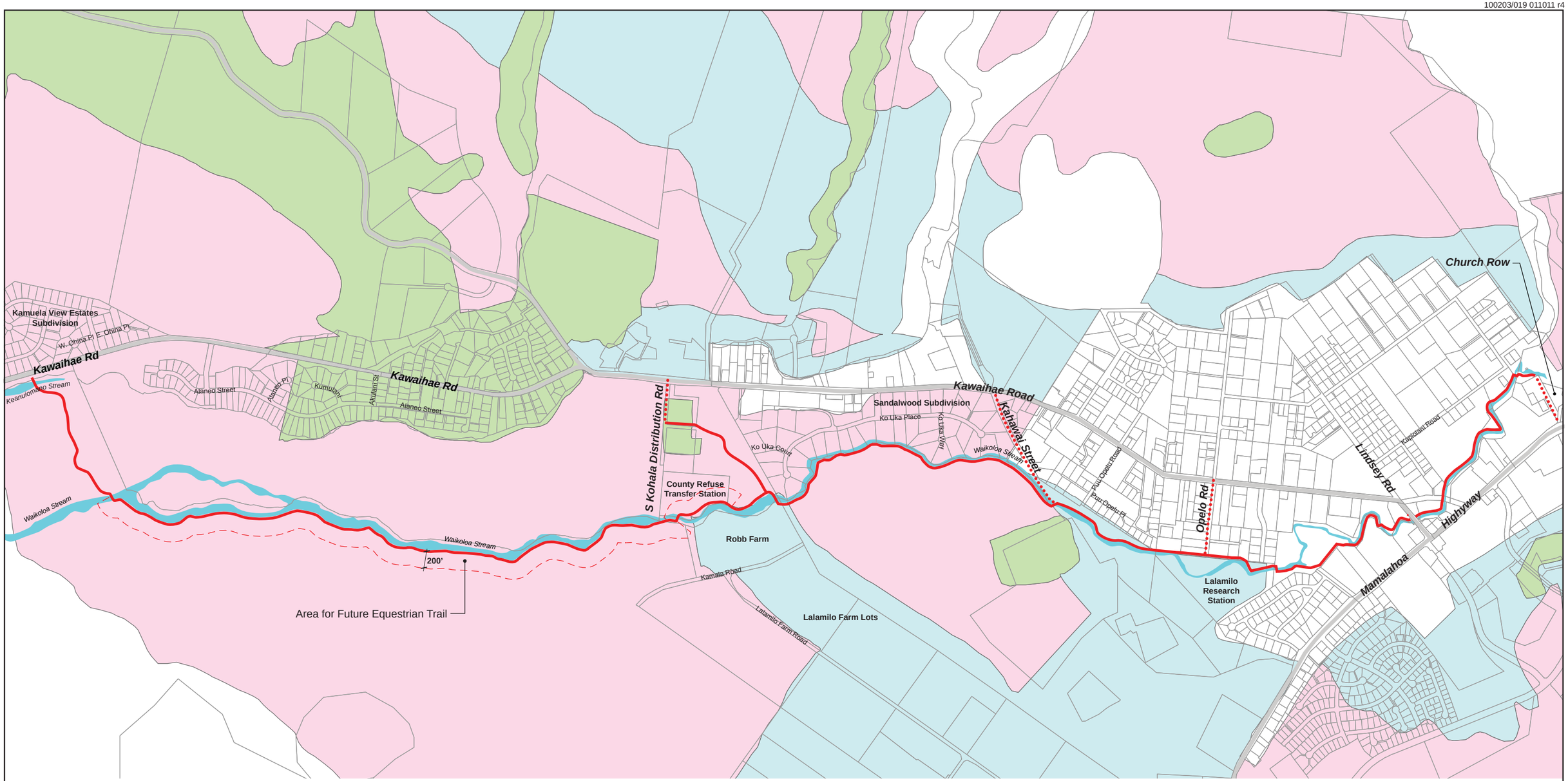
LEGEND

- Shared Use Path
- Signed Shared Roadway

NORTH

0 300 600 1200
SCALE IN FEET

Figure 6
LAND STUDY BUREAU (LSB) DETAILED LAND CLASSIFICATION
Ke Ala Kahawai o Waimea,
Waimea Trails and Greenways
Draft Environmental Assessment



LEGEND

- Unclassified
- Prime Land
- Unique Land
- Other important agricultural land

LEGEND

- Shared Use Path
- Signed Shared Roadway

NORTH

0 300 600 1200
SCALE IN FEET

Figure 7
AGRICULTURAL LANDS OF IMPORTANCE TO THE STATE OF HAWAI'I (ALISH)
Ke Ala Kahawai o Waimea,
Waimea Trails and Greenways
Draft Environmental Assessment

4.2.4 Climate and Air Quality

Existing Conditions

Climate

The climate in Waimea is normally cool, moist and windy. Temperatures usually range between 60 to 70 degrees Fahrenheit, with mean maximums between 70-80 degrees and mean minimums in the upper 40 degree range. Mean annual rainfall ranges from 20 to 30 inches per year, and rainfall is fairly evenly distributed throughout the year. Winds are dominated by northeasterly trades.

Currently, the South Kohala district, as much of the State, is in the midst of a severe, long-term drought that began in early 2008. According to the National Weather Service (NWS), the South Kohala District is experiencing "exceptional drought" conditions or category D4, the most severe category on the U.S. Drought Monitor Map. A NWS meteorologist called the past wet season, from October 2009 through April 2010 as “the driest year in 30 years, not just for the Big Island but for the Hawaiian Islands” (West Hawai‘i Today, June 6, 2010).

In November 2010, the NWS released a statement that drought conditions in South Kohala were showing some improvement but expected to continue for the foreseeable future.

The dry conditions have had a severe affect on agriculture and livestock throughout Hawai‘i Island. In a June 2010 statement, Kevin Kodama, NWS hydrologist, wrote that the drought has *"significantly affected a wide range of agricultural products including coffee, avocados, rambutan, bananas, macadamia nuts, loquat and jabotica…and caused very poor condition for livestock in the South Kohala area, requiring significant amounts of supplemental feed…as pastures have been insufficient to support the herds. Old and sick cattle have been dying."* (ibid).

The consequences of the ongoing drought on the flora and fauna in the project corridor were documented by AECOS, Inc. Their findings are discussed in Section 4.3 below. The dry conditions have also raised concerns about brush fires, especially for the Kohala and Ka'u districts.

Air Quality

Existing Conditions

An air quality study was conducted by B.D. Neal & Associates in 2002 for the Department of Hawaiian Homeland’s Lālāmilo project, which is adjacent to the western half of *Ke Ala Kahawai o Waimea*. The following information is from that study.

The 2002 air quality study noted that the climate of Waimea is very much affected by the elevation of the site and by nearby mountains. Waimea is situated in the gap between Mauna Kea and the Kohala Mountains, and as such, is fairly windy. Winds are often gusty during the day and wind direction is predominantly from the east. Except for periodic volcanic emissions (vog), and possibly occasionally localized impacts from traffic, the air quality of the project area is believed to be relatively good. There is no air quality monitoring data from the Department of Health for the Waimea area, but the limited air quality data for other areas of the island suggest that despite the vog, concentrations are well within State and federal air quality standards.

Industrial sources of air pollution along the trail corridor include generating units at Hawai‘i Electric Light Company’s (HELCO) Waimea Generating Station and the Waimea Solid Waste Transfer Station, both of which are in the central area of the trail corridor. Air emission from the HELCO generating units consist mostly of sulfur dioxide and oxides of nitrogen. Emissions from the transfer station consist mainly of potential odor nuisance. The former landfill occasionally emits odors.

Kawaihae Road (Highway 19) is the main vehicle thoroughfare through Waimea, and a source of motor vehicle emissions. Levels of emissions are relatively light, and the study noted that prevailing winds tend to carry emissions away from the project area. Agricultural activity in the area consists mainly of pasturing cattle and horses and crop farming at the UH CTAHR property, which is situated along the trail route, and the Lālāmilo Farmlots to the south. The 2002 study noted that air quality impacts associated with farming activities are limited to fugitive dust during limited times.

Project Impacts and Mitigation

Site work during construction of the multi-use path will entail clearing and grubbing vegetation, grading the trail to rough elevation, stockpiling excavated material, and hauling debris to approved disposal sites. Construction machinery will be needed for the construction of retaining walls and stream culverts. Site work is a persistent source of fugitive dust, and also involves exhaust generated by construction equipment and machinery. The greatest potential for dust impacts on surrounding uses are the segment between Church Row and the Lālāmilo Research Station; the area across the Sandalwood subdivision; and just west of Opelo Road, where the trail squeezes between the Kanu o ka ‘Āina PCS and the Hale Waimea apartments. Standard dust control measures such as dust screens and watering sprinkling will be implemented as needed. Transported or stored soils will be covered. Areas graded will be vegetated or paved as soon as possible to reduce dust.

There will be no long-term air quality impacts resulting from the proposed multi-use path, including sections that may include an equestrian trail. The multi-use path will be paved and use of the path will not generate dust. If an equestrian trail is developed, appropriate surface materials will be selected which produce minimal dust and are compatible with the terrain and natural environment.

Impacts of Other Alternatives

All the alternative trail alignments would have temporary, construction period air quality impacts similar to the proposed alternative. The alternatives mauka of Kawaihae Road are in close proximity to existing residential subdivisions. Construction of these segments would have had greater adverse impact than the preferred alignment along Waikōloa Stream, which does not directly abut any private residential lots.

4.2.5 Natural Hazards

Existing Conditions

Flood Hazard

The Federal Emergency Management Agency's Flood insurance rate maps (FIRM) for Waimea indicate that flooding is a potential hazard caused by overtopping of Waikōloa Stream. The study limits for flooding includes most land on both sides of Waikōloa Stream between the County refuse transfer station on the west and Church Row on the east. The FIRM (1988) identifies flood areas along the stream as "special flood hazards areas inundated by 100-year flood." As shown in Figure 8, the FIRM designates these flood areas as Zone AE (area inundated by 100-year flood, base flood elevations determined) or Zone A (inundated by 100-year flood, no base flood elevations). Sections of the path, between Church Row and Opelo Road, and near the Sandalwood Subdivision are within Flood Zone A or AE, representing a hazard area with a 1% annual chance of flood.

The entire project corridor west of and including the County Refuse Station is designated as Zone X, areas outside the 100 and 500-year floodplains, and not susceptible to flooding. As shown in the Figure, areas surrounding Keanu'i'omanō Stream are also located in Zone A.

The County requires that new construction and substantial improvements in the AE zones comply with Chapter 27, Flood Plain Management of the Hawai'i County Code, the regulations pertaining to flood hazard areas. The regulations require that there be no rise in base flood elevation (BFE) as a result of the improvements. If improvements are to be constructed in these zones, a variance must be obtained from the County, and a civil (hydraulic) engineer must show that the improvements will not cause an increase in the BFE.

Volcanic Hazard

Volcanic hazards on the island of Hawai'i are designated by the location and frequency of past eruptions. Hazard area are designated by letters from A through F with A being areas of least risk and F areas of highest risk (U.S. Department of the Interior/Geological Survey, 1976). Waimea is located between areas A and B. Area A is Kohala Volcano where no volcanic activity has

occurred for about 60,000 years. Area B consists of the lower flanks of Mauna Kea. No eruptions have occurred in this area during the last 10,000 years.

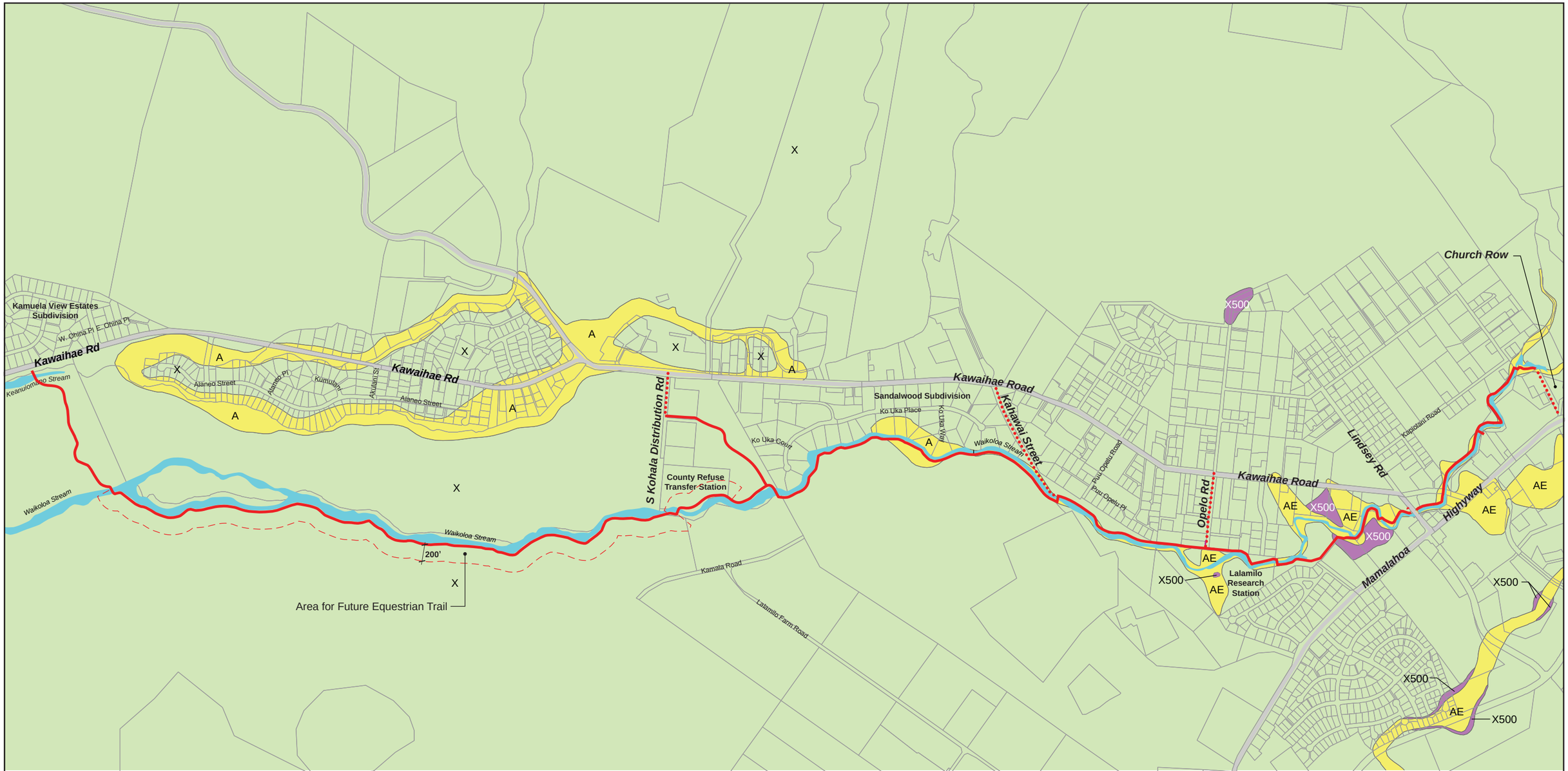
Project Impacts and Mitigation

Figure 8 shows flood prone areas in relation to the preferred trail alignment. Proposed improvements in the AE zone have the potential to create an obstruction or cause a rise in the BFE. Where possible, the path will remain outside the designated flood zone. Improvements located within identified flood prone areas will be designed and constructed to avoid a rise in base flood elevation.

The preferred alignment shows 10 stream crossings throughout the trail route. Stream crossings will require construction of bridge or culvert structures which have the potential to alter stream flow and affect base flood elevations. The eastern-most segment of the trail, from Church Row to Lindsey Road, has two (2) stream crossings, both within or adjacent to designated floodways. In Increment 1, from Lindsey Road to Kahawai Street, there are two box culvert stream crossings within the Waikōloa Stream floodway. Two other locations near the stream will have retaining walls, but not stream crossings.

The entire project corridor west of the Waimea Transfer Station is designated by the FIRM as Zone X, outside the 500-year floodplain. There are two proposed stream crossings on the County property at the Waimea Transfer Station. West of the Transfer Station, there are two more stream crossings, one across Waikōloa Stream and one across Keanuʻiʻomanō Stream near Kawaihae Road. All proposed stream crossings will be designed to avoid a net rise in the stream flow.

As an alternative to a concrete or steel river crossing structures, wooden bridges designed to "break away" during major flood events could be a less expensive alternative. Since major flood events occur infrequently, replacing wooden bridge components would be more cost effective, provided the bridge abutments are not damaged. Furthermore, wooden bridges would be in character with the trail's rustic, natural setting.



LEGEND

AE	Area inundated by 100-year flooding, BFE determined
A	Area inundated by 100-year flooding, not BFE established
X	Outside 100-year and 500-year floodplains
X500	500-year Floodplain (0.2% annual chance flood hazard)

LEGEND

- Shared Use Path
- Signed Shared Roadway

NORTH

0 300 600 1200
SCALE IN FEET

Figure 8
FLOOD INSURANCE RATE MAP (FIRM)
Ke Ala Kahawai o Waimea,
Waimea Trails and Greenways
Draft Environmental Assessment

The project will comply with requirements of Hawai‘i County Code Chapter 27, Flood Plain Management. The regulations require that there be no rise in base flood elevation (BFE) as a result of the structures, and improvements. Bridge or culvert structures, and all sections of the path within Zone AE will require a variance from the County, and a civil (hydraulic) engineer must show that the improvements will not cause an increase in the BFE.

Volcanic hazard is always present to some degree, but not something that requires project mitigation.

Impacts of Other Alternatives

All project alternatives except No Action, involve some path areas within Zone AE, and as such, have impacts and mitigation similar to the proposed alternative. If the mauka alternatives were selected, sections would have been within the Keanu‘i‘omanō Stream floodplain and would have required mitigation and no net rise in the base flood elevation.

4.2.6 Water Resources

Existing Conditions

Wai‘ula‘ula Watershed

The project area is located within the Wai‘ula‘ula watershed, which encompasses nearly 32,000 acres from the slopes of Kohala Mountain flowing down into inner Kawaihae Bay, including the entire town of Waimea. The primary streams in the watershed are Waikōloa and Keanu‘i‘omanō Streams, which originate in State lands at about 4,000-ft. elevation and flow relatively parallel to one another until they join at the 1,440-ft. elevation, below the project area. These two streams are perennial in their upper reaches and intermittent at lower elevations. Currently, stream water from the upper reaches of Waikōloa and Kohakohau streams is diverted into reservoirs to provide the drinking water for Waimea town.

According to the Mauna Kea Soil and Water Conservation District (MKSWCD), there is currently very little water quality data for this watershed, but water quality is generally thought to be good.

There has been tremendous population growth in the South Kohala District over the past 20 years, much of it within the Wai‘ula‘ula watershed area. According to the MKSWCD, increased residential and urban development threatens riparian habitat by altering vegetation patterns and increasing the potential for flooding. It also threatens stream and ocean water quality by increasing the potential for polluted runoff, and changing natural freshwater flows as a result of legal and illegal diversions. The increase in impervious surfaces within streams may also impede inland migration by native *o‘opu*. Agricultural operations may also contribute to polluted runoff,

primarily in the form of excessive loss of sediments, chemicals, and nutrients (MKSWCD, 2010. http://www.maunakeaswcd.org/Projects.html).

Through its Waiʻulaʻula Watershed Management Project, the MKSWCD is working with community stakeholders to develop a watershed management plan, to educate the community on pollution prevention within the watershed, and to develop a water quality monitoring program. The proposed stream trail will be a living laboratory, providing a venue where local school children can learn how to monitor water quality, stream erosion, etc.

Hawaiʻi Stream Assessment

The Hawaiʻi Stream Assessment (Hawaiʻi Cooperative Park Service Unit, 1990) lists Waikōloa Stream (state code No. 8-5-03) as a perennial stream in which the flow is interrupted (i.e., not flowing year round at lower elevations). The description of "Waikōloa" in the Hawaiʻi Stream Assessment appears to include both Waikōloa and Keanuʻiomanō Streams within the Waiʻuluʻula watershed (AECOS, Inc. 2010).

The Hawaiʻi Stream Assessment rates Hawaiian perennial streams on a number of characteristics using a four-point scale. Waikōloa Stream is rated "L" for limited (lowest ranking) under aquatic resources, based on various reports providing biotic information for the stream. It is ranked "O" or outstanding for cultural resources. It is not ranked for either recreational or riparian resources. The stream is also indicated as having a palustrine wetland associated with it, but the location of this wetland is not indicated. No wetlands of any consequence or wetlands different from wet areas within the stream banks were observed during field surveys conducted by AECOS, Inc.

The "limited" aquatic resources ranking is based upon various reports providing limited information about the biota in Waikōloa Stream. The lack of rating for riparian resources is due to the fact that none of the stream flows through native forest and that wild pig is potentially a problem species (detrimental animal) in this environment. Waikōloa Stream is not given a recreational resources score in the Hawaiʻi Stream Assessment because it presently has few opportunities for camping, hiking, fishing, etc. However, creation of a streamside, multi-use path could significantly alter the relationship between residents and visitors to this local water resource (ibid).

Waikōloa Stream Hydrology

Although Waikōloa Stream is listed as a perennial stream in the Hawaiʻi Stream Assessment, its flow characteristics are complex. Within the project area, the stream is interrupted, consisting of isolated pools that link together during rainy periods to form a more continuous aquatic feature. There are ample outcrops of bedrock that accumulate pooled water, and some large pools may be seep or spring fed. Even during periods when water is flowing within the stream bed in the project area, it is not often that this flow continues as surface flow all the way to the ocean. Freshet flows of such a magnitude occur very infrequently.

Further complicating the situation, at least as observed during the AECOS surveys conducted in 2000, was a leaking pipe located near Pu‘u Opelu Road. This pipe appeared to be used for moving irrigation water from storage reservoirs upslope on Kohala Mountain to Parker Ranch lands southeast of the stream, and used for intermittent periods each day. Water leaking from this pipe in 2000 was sufficient to establish flow much of the way to the lower end of the proposed Trails and Greenways corridor near South Kohala Estates subdivision (AECOS 2010).

Waikōloa Stream Water Quality

Water quality data for Waikōloa Stream was collected in 2000 by AECOS, Inc. as part of the original 2004 Environmental Assessment for the Waimea Trails and Greenways. These results were summarized in a Natural Resources Assessment Update Report by AECOS, Inc. (November 2010) (Appendix B). The data was intended primarily for use in characterizing aquatic habitats encountered. These measurements, limited in both spatial and temporal coverage, were not intended to serve as a baseline of stream water quality, but to contribute to such an effort.

Water within Waikōloa Stream at the time of the 2000 field surveys consisted of either standing, isolated pools or flowing water clearly arising from a leak in a transmission pipe across the stream—the origin of this water was not investigated. Water samples were collected from Keanui‘i‘omano Stream under the Route 19 highway bridge (Waiaka Bridge) on two separate occasions.

Based on the limited sampling conducted, water quality appeared to be of exceptional quality, close to or within the normal range for streams with minimal anthropogenic influences. Turbidity is very slightly elevated, as is the total nitrogen (TN). These standards are least often met with streams in the State of Hawai‘i. All other values are below the respective water quality standards (AECOS, Inc. 2010).

The State of Hawai‘i Department of Health (HDOH) has listed Waikōloa Stream as impaired in its 2006 Hawai‘i Water Quality Monitoring and Assessment Report. However, no data is provided as to why it is considered impaired or what parameters in the State water quality standards (e.g., enterococci, Total N, NO_3+NO_2, Total P, turbidity, and TSS) are not being met. Waikōloa Stream is listed as a “Category 3” waterbody, meaning that “there is [sic] insufficient available data and/or information to make a use support determinations [sic].” Waikōloa Stream has not been assigned a Total Maximum Daily Load (TMDL) priority code. Until a TMDL is prepared and approved, certain parameters as determined by HDOH may need to be included in an applicable monitoring and assessment program (AMAP) designed to monitor impacts on water quality of Waikōloa Stream during construction (ibid).

Project Impacts and Mitigation

The creation of a streamside trail and greenway will have an overall positive impact on the Wai‘ula‘ula watershed area, and is compatible with ongoing efforts for watershed management. Trails and greenways can provide more than a recreation amenity, and are widely used for both floodplain management and watershed protection. This is especially important along riparian areas, lands that in contact with rivers and streams. The project can be an important component of a riparian zone improvement and preservation effort. Although some non-native vegetation will be removed to construct the trail, there is the opportunity to replace it with native or more appropriate vegetation, enhancing the riparian zone.

The path will cross Waikōloa Stream a number of times throughout the corridor. Construction of bridges or culverts within the stream and/or construction in areas close to the stream have the potential to adversely impact water quality and structures in the stream could impede the migration of native, amphidromous stream animals.

During construction, best management practices should be employed to prevent soil erosion into the stream channel that would eventually make its way to the ocean and potentially impact coral bottom areas. If any work needs to be done in or around the stream channel, it is recommended that this be conducted during the drier months when the stream is not flowing and runoff from construction areas would be minimal. During in-water construction (e.g., bridges, culverts) the HDOH will likely require water quality monitoring to ensure that there are no adverse impacts to water quality.

Stream culverts should be designed and constructed with the bottom of the structure completely flush with the natural streambed to avoid blocking faunal migrations. These mitigations are discussed further in Section 4.3.1 below.

Impacts of Other Alternatives

The mauka alternatives would have impacts similar to the proposed action, but to varying degrees, and construction impacts can be mitigated through best management practices. Mauka routes would not require Waikōloa Stream crossings but would likely involve one or more crossings of other stream tributaries.

4.2.7 Noise

Existing Conditions

Noise levels and noise sources in the project corridor vary by location, and are generally higher on the eastern end of the trail, which pass through Waimea Town. In this area, the trail runs adjacent to schools, commercial areas, office buildings and parks, and the sounds of human activity and automobiles, while still relatively low, are ever present in the background. The areas

where the path intersects Kawaihae Road and Lindsey Road, have moderate levels of traffic noise typical of an urbanized environment. Further west near the CTAHR Lālāmilo Research Station, ambient noise is due to trucks and machinery associated with agricultural operations, children at the nearby schools, and local traffic Opelo Road. Noise levels are lower in the segment that runs adjacent to the Sandalwood Subdivision and Parker Ranch pasture lands. Ambient noise is higher around the County refuse transfer station, due to the high volume of truck and vehicle traffic and machinery in this light industrial area. Man-made noise drops significantly as the trail moves west of the transfer station and passes through acres of dry, open land on both sides of the stream. In this area, the dominant noise is the sound of gusty winds whipping through the barren landscape. Once the DHHL's Lālāmilo subdivision is developed on the north side of Waikōloa Stream, buildings and landscaping will provide windbreaks, reducing the audible wind gusts. Ambient sounds will then be dominated by human activity and cars, similar to other residential and commercial areas of Waimea. The western end of the trail is across from Kamuela View Estates, and here, vehicular traffic on Kawaihae Road is the dominant source of noise.

Project Impacts and Mitigation

The development of the trail will bring walkers, joggers, and bicyclists through the area, slightly increasing ambient noise levels along its route. However, there will not be a significant increase in noise along the path, since motorized vehicles will be prohibited, except for occasional maintenance vehicles or if needed, emergency vehicles. Path users will tend to be individuals or in very small groups, and although talking and socializing is expected, users will typically be moving along, rather than congregating or gathering. Noise levels will be similar to that on a public sidewalk, absent the sound of cars and traffic. There will likely be more human activity near the trail access points at Church Row, Lindsey Road, Opelo Road, Kahawai Street, the future County Park, and the western path terminus near Kawaihae Road. These areas will be where most users will access the trail, mount their bicycles, stop to rest, or park their vehicles. Designated parking for the path will be provided at the two County parks—at the western terminus near Kawaihae Road and next to the transfer station. The transfer station park could also accommodate horse trailer parking, if a separate equestrian path is developed in the future. While the future park property is adjacent to several residential lots in the Sandalwood Subdivision, the parking areas can be sited closer to the transfer station, away from these noise sensitive areas.

The increase in activity and number of people using the trail will have a nominal impact on noise levels throughout the project corridor. The eastern-most areas of the route through the town center is already subject to moderate levels of human activity and traffic noise. Noise-sensitive areas along the route include residential areas such as the Sandalwood subdivision and the future DHHL Lālāmilo subdivision. If necessary, signs can be installed in these areas reminding users about path etiquette and courtesy for neighbors. A more proactive option is a public service campaign to disseminate this message.

Many of the noise and loitering concerns expressed by residents can also be mitigated through selection of the alignment within the negotiated easement and landscaping. In the sections adjacent to the Sandalwood and future Lālāmilo subdivisions, the path will be located on the south side of Waikōloa Stream, across from the residential developments. The stream and terrain will provide a natural noise buffer, and the physical separation will alleviate security concerns. Rest areas will be sited away from residential areas. Designing the path with high visibility, combined with the presence of other path users will provide "eyes on the trail," discouraging loitering, vandalism, and other undesirable activity.

Construction Noise

During construction of the trail, noise will be generated by vegetation clearing, grading, excavation, and other activities. Noise levels of diesel powered construction equipment typically range from 80 to 90 dB at 50 feet distance. Construction noise will be audible at all locations along the trail at one time or another, but exposure will vary in volume, frequency, and duration, as work proceeds along the linear route. Areas near stream crossings will generally experience more construction noise for a longer duration, since bridges or stream crossings will need to be built. Construction will be limited to daytime hours only.

Adverse impacts from construction noise are not expected to be in the "public health and welfare" category due to the temporary nature of the work and administrative controls regulating the work. Impacts will be limited to the temporary degradation of the acoustic environment in the immediate vicinity of the project site.

The State Department of Health currently regulates construction noise under a permit system (HAR 11-46, Community Noise Control). Under current procedures, noisy construction activities are restricted to hours between 7:00 AM and 6:00 PM, Monday through Friday, excluding certain holidays, and 9:00 AM and 6:00 PM on Saturdays. Construction is not permitted on Sundays. Construction activities during the evening and night time hours are not planned.

The use of quieted portable engine generators and diesel equipment may be specified for use on this project. Equipment staging areas will be located away from noise sensitive properties to the extent feasible. The construction contractor will be responsible for obtaining and complying with noise permits obtained from the State Department of Health.

Impacts of Other Alternatives

The alternative alignments located on the Kohala side of Kawaihae Road would have had a slightly greater potential to impact residential areas, as these alignments pass closer to residential areas than the preferred alignment. Unlike the preferred alternative, there is no stream or natural buffer separating the path from the residential lots. Therefore, noise impacts from trail users on adjacent residents could be greater than with the preferred option.

During construction, the alternative alignment would generate similar construction noise as the preferred alternative. In all cases, construction period noise would be temporary.

4.2.8 Unexploded Ordnance

Existing Conditions

The project area is within the former Waikōloa Maneuver Area, which encompasses approximately 91,000 acres in the South Kohala district of the Big Island. The Waikōloa Maneuver Area was acquired by the U.S. Navy through a licensing agreement with Parker Ranch in 1943, and used as a World War II military training camp and live fire range. The training area extends from the ocean to the Pohakuloa Training Area, and from Waimea to Waikōloa.

During this time, Camp Tawara (originally named Camp Waimea) was established in Waimea, and served as a home base for 19,000 Marines and sailors on their way to and from the war in the Pacific. Department of Defense activities at the Waikōloa Maneuver area and in Waimea terminated in 1946, following the end of the war.

Over the years, the Department of the Army has conducted several sweeps of the former Waikōloa Maneuver area to check for and clear unexploded ordnance (UXO). The first sweep occurred in 1946 and was focused mainly on impact areas used for artillery and bombing practice. In 1954, two Parker Ranch employees were killed and three injured when a mortar round exploded, prompting another clearing operation. An ordnance disposal team from Fort Shafter and Hickam Air Force Base searched 1,100 acres, and identified and disposed of thousands of munitions. More recent clearing efforts have focused on the areas around Waikōloa Village, Ouli and Waimea. The Army has identified the Waikōloa Maneuver Area as a high priority area for ordnance removal.

Over the past seven years, a total of $82 million has been spent on the clean up effort, and more than 2,100 munitions or explosives items and 260 tons of military debris were removed. Most recently, in September 2009, the USACE awarded a 5-year, $70 million contract to a Hawai‘i-based firm to remove munitions and explosives of concern (MEC) from Department of Hawaiian Home Lands and Parker Ranch lands. The total clean up of the former Waikōloa Maneuver Area is expected to cost more than $600 million (Hawaii247.com).

Project Impacts and Mitigation

During the EA early consultation period, the USACE confirmed that the Army and its contractors have completed surface and subsurface removal of MEC on the majority of the project corridor. The USACE overlaid the map of the preferred alignment on the areas where they have removed MEC, and the result is shown in Figure 9.

The areas shaded in gold represent where the Army has completed subsurface removal of MEC. The hatched areas ("exception areas") are places where the Army was not able to access because of terrain, road paving, building slabs, wire fences, and other physical obstructions. Areas where landowners refused to give permission for access are also shown as hatched exception areas. During the EA early consultation, the Army emphasized that areas within Waikōloa Stream were considered "exception areas" and were not surveyed or cleared. As such, they recommended that the proposed path include appropriate signage to discourage wading or swimming in the stream.

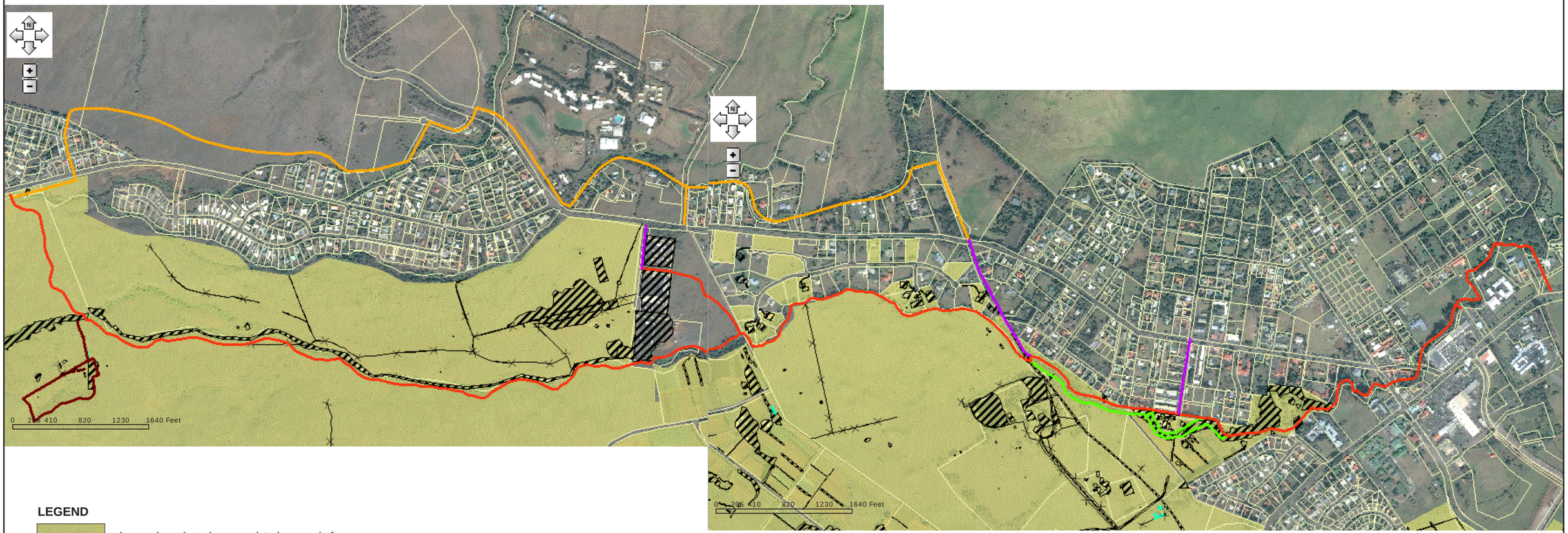
Impacts of Other Alternatives

According to the USACE, the land surrounding the mauka alignments are also within the Waikōloa Maneuver area, but as shown in Figure 9, they have not been surveyed or cleared of MEC. These areas were included in the surface clearance conducted in the 1940's and 1950's, but these efforts did not include subsurface detection as is routinely conducted today. The USACE has indicated that it has responded to situations where MEC was discovered literally in someone's backyard. Although the federal government intends to complete surface and subsurface testing for the entire Waikōloa Maneuver Area, there are no immediate plans to survey lands north of Kawaihae Road. If any of the mauka alignments had been selected, MEC clearance would be a precondition for development. It is unknown when the Army would have or allocate funding for the necessary clearance activity. This is another reason supporting the EA's dismissal of the mauka alternatives as unfeasible.

4.3 BIOLOGICAL ENVIRONMENT

An updated natural resources assessment for the project was completed in November 2010 by AECOS, Inc. (see Appendix B). The report presented the results of field surveys conducted in May 2000 and repeated in September 2010. The purpose of the survey was to assess the presence of sensitive biota and habitat along the preferred alignment, which follows Waikōloa Stream.

The focus of the report is on sensitive biological resources associated with Waikōloa Stream and riparian habitats. Sensitive biota is defined as species listed (or candidate species) as threatened or endangered by the federal government or by State administrative rules, or species comprising a community of native plants and animals regarded as special and worthy of preservation (AECOS, Inc., 2010).



LEGEND

- Areas where Army has completed removal of munitions & explosives of concern (MEC)
- Exception Areas (Army has not removed MEC)
- Shared Use Path
- Alternatives Considered and Dismissed

Source: U.S. Army Corps of Engineers, 2010

NORTH

0 300 600 1200
SCALE IN FEET

Figure 9
UXO REMOVAL AREAS
Ke Ala Kahawai o Waimea,
Waimea Trails and Greenways
Draft Environmental Assessment

4.3.1 Stream Biota

Existing Conditions

AECOS, Inc. noted that although flowing water of good volume was present in Waikōloa Stream at times during their 2000 field survey, flow was limited to a stream segment below a water transmission pipe to a point just downstream of the County landfill. Below Waimea Town, Waikōloa Stream becomes increasingly dry during all but major storm flows (freshets). They also noted that the stream bed was clogged with sediment and vegetation at the downstream end, before it joins Keanuʻiʻomanaō Stream.

A December 2001 survey of Waikōloa and Keanuʻiʻomanō Streams was conducted for the DHHL Lālāmilo project, at the western end of the *Ke Ala Kahawai O Waimea* project corridor. That study surveyed stream areas up into Waimea Town, encompassing all of the current project area. This survey emphasized aquatic insect sampling, and at the time, both streams were described as "fully flowing."

The AECOS study notes given the intermittent nature of the flowing water, the aquatic macrofauna of the Waikōloa Stream system within the project area is rather sparse. A significant portion of the stream fauna observed during the surveys was aquatic insects. Adult dragonflies, both green darner (*Anax junius*) and globe skimmer (*Pantala flavescens*) were regularly encountered flying along the stream bed. A native Megalagrion damselfly (*M. blackburni*) was encountered during the 2000 survey along Waikōloa Stream in the project area.

Both the 2000 and 2001 surveys sampled for damselflies, which is of particular interest, because two endemic Hawaiian species are now listed as endangered by the U.S. Fish and Wildlife Service. A number of other species are also being considered for listing. The two species of Megalagrion listed as endangered are the Flying Earwig Hawaiian Dameselfly (*M. nesiotes*) and Pacific Hawaiian Damselfly (*M. pacificum*). The first has not been seen on Hawaiʻi Island for over 80 years. Adults appear not to associate with streams, so the trail would likely have no impact on this species. The second endangered Megalagrion, the Pacific Hawaiian Damselfly, is believed to be extirpated from the Island of Hawaiʻi. In addition, the preferred habitat of this species is not present in the project area.

Other aquatic biota identified during the surveys includes aquatic snails, flatworms, and leeches. No fish of any kind were observed in the project area, although both guppies (*Poecilia reticulata*) and mosquitofish (*Gambusia affinis*) are reported from the streams here.

No federally listed threatened or endangered species of aquatic animals were found in or around the Waikōloa or Keanuʻiʻomanō Stream areas during either the 2000 or 2001 surveys. However, surveys conducted by the Department of Land and Natural Resources, Division of Aquatic Resources (DLNR-DAR) notes that the endemic goby, *ʻoʻopu ʻalamo ʻo* (*Lentipes concolor*) use these stream channels to access the permanently flowing, upper reaches of Waikōloa and

Keanuʻiʻomanō Streams. Apparently, *ʻoʻopu ʻalamoʻo* has been found in several permanent spring-fed pools downstream in Keanuʻiʻomanō Stream in or near the project area (AECOS 2010). The USFWS has designated the goby as a "species of concern."

Project Impacts and Mitigation

The project would have up to ten stream crossings over Waikōloa Stream, and one crossing over Keanuʻiʻomanō Stream. Bridges or culverts will be constructed at these crossings. The AECOS, Inc. study notes that the proposed project should have no adverse impact on stream fauna, but stated that in all cases, minimizing structures within the streams would be environmentally preferable.

Because native amphidromous animals, particularly the endemic *ʻoʻopu ʻalamoʻo*, use the stream channels to access upper Waikōloa Stream, efforts should be made to minimize impact to the channels. If culverts are required at the crossings, they should either have unlined bottom surfaces (i.e., natural stream bed left exposed) or a surface that is completely flush with the natural streambed to avoid blocking upstream faunal migrations (AECOS, Inc. 2010).

During construction, efforts should be made to minimize impact on water quality. An early consultation letter dated June 18, 2010 from the USFWS (see Chapter 9) recommended the following measures to minimize degradation of water quality:

- Turbidity and siltation from project-related work should be minimized and contained to within the vicinity of the site through the appropriate use of effective silt containment devices and curtailment of work during rain weather conditions.
- All project-related materials and equipment (dredges, barges, backhoes, etc.) to be placed in the water should be cleaned of pollutants prior to use.
- No project related materials (fill, revetment rock, pipe, etc.) should be stockpiled in the water (stream channels, wetlands, etc.).
- All debris removed from the aquatic environment should be disposed of at an approved upland or ocean dumping site.
- No contamination (trash or debris disposal, non-native species introductions, attraction of non-native pests, etc.) of adjacent aquatic environments (stream channels, wetlands, etc.) should result from project-related activities. This should be accomplished by implementing a litter-control plan and developing a Hazard Analysis and Critical Control Point Plan to prevent attraction and introduction of non-native species.
- Fueling of project-related vehicles and equipment should take place away from the water and a contingency plan to control petroleum products accidentally spilled during the project shall be developed.
- Any under-layer fills used in the project should be protected from erosion with stones (or core-loc units) as soon after placement as practicable.

- Any soil exposed near water as part of the project will be protected from erosion (with plastic sheeting, filter fabric, etc.) after exposure and stabilized as soon as practicable (with native or non-invasive vegetation matting, hydroseeding, etc.).

Impacts of Other Alternatives

The mauka alignments would cross Keanuʻiʻomano Stream. As discussed above for the preferred alignment, adverse impacts could be avoided by minimizing the size of bridges or culverts within the stream. Best management practices during construction would also be recommended.

4.3.2 Botanical Resources

Existing Conditions

The original botanical survey consisted of a walk-through survey conducted in May 2000 within a narrow buffer zone within about 10 feet on either side of the trail alignment. Observations were recorded and a species list prepared. Most of the same route was traversed in the 2010 update, with the previous species list used as a checklist. Conditions were much drier in 2010 than in 2000, particularly in the pasture land west of town, and therefore many of the plants recorded in 2000 were not observed in 2010.

Vegetation Classification and Characterization

The most recent and complete classification of Hawaiian plant communities is that by Gagne and Cuddihy (1999). Their classification scheme includes only those communities that the authors considered "natural," that is, plant communities that are not harvested nor maintained as monocultures of cultivated species (such as those found in plantations, pastures, orchards or croplands); as well as those that have been altered or destroyed by development. The latter communities are often designated as "Anthropogenic" or "Alien" communities, as they are man-induced and consist of exotic or alien species, sometimes intermixed with a scattering of native plants.

Following the Gagne/Cuddihy classification scheme, the vegetation within the entire *Ke Ala Kahawai O Waimea* corridor falls within the Anthropogenic or Alien Vegetation community category. Within this category, the project area can be delineated into three sub-types:

- Pasture
- Riparian
- Urban

Pasture. The eastern end of this grassland habitat has a dense ground cover consisting primarily of Kikuyu grass (*Pennisetum clandestinum*) with occasional weedy herbs intermixed. The composition of the vegetation gradually changes until, at the western end of the proposed project

site, it consists of a sparse growth of ‘akia (*Wikstroemia plucherrima*), lantana (*Lantana camara*), fountain grass (*Pennisetum setaceum*), purslane (*Portulaca tetraphyllum*) and other shrubs, grasses and forms that favor a dry, sparsely vegetated habitat. As a consequence of low rainfall over a period of several years, many of the herbaceous species recorded during the 2000 surveys were not seen in 2010.

Riparian. This vegetation association includes the plants that live in and beside the stream. This study combined both aquatic and riparian vegetation. The aquatic vegetation of Waikōloa Stream is severely diminished, comprising a few individuals of such species as the sedges ‘*aka‘akai* or great bulrush (*Schoenoplectus lacustris* spp. *validus*) and umbrella plant or ‘*ahu‘awa haole* (*Cyperus involucratus*); water smartweed (*Persicaria punctata*), *kamole* or primrose willow (*Ludwigia octovalvis*), and a moss.

The riparian vegetation is much better developed, especially at the eastern end of the project corridor, and is dominated by species such as wandering Jew (*Tradescantia fluminensis*), yellow ginger or ‘*awapuhi melemele* (*Hedychium flavescens*), Christmas berry (*Schinus terebinthifolius*), wattle (*Acadia parramattensis*), mock orange (*Philadelphus inodorus* var. *gradiflorus*), swamp mahogany (*Eucalyptus robusta*), and garden nasturtium (*Tropaeolum majus*).

Urban. This vegetation comprises the vegetables, flowers, lawn grasses and ornamental trees and shrubs used to landscape houses, public buildings, parks, and streets; along with the weeds that normally grow in these inhabited areas. Some native plants have been used to landscape part of the main street through town, and extensive plantings of native plants have been made at Ulu La‘au (Waimea Nature) Park. Only the species located close to the proposed trail have been included in the AECOS Inc. species list.

A recent survey of trees along the proposed path was completed (Kraus, 2009). These trees have been added to the AECOS flora listing.

Botanical Survey

The vascular flora within the project limits comprises a mix of native and introduced species of trees, shrubs, grasses and forbs consisting of 175 taxa in 62 families. Twelve of the 175 taxa (7%) are considered native (4 endemic, 8 indigenous), but are common, widely distributed species. The remaining 163 taxa (93%) are naturalized, non-native species, including three that probably were brought to the islands by the early Polynesian emigrants and have since become naturalized. The AECOS study in Appendix B includes the complete list of plants observed during the 2000 and 2010 surveys.

Endemic species identified within the project corridor include a sword fern, *ho‘i‘o* (*Diplazium sandwichianum), wiliwili* (*Erythrina sandwicensis), pua kala* and *‘akia*. Indigenous species identified include the lace fern *pala ‘a (Odontosoria chinensis); Cyperus polystachyos* Rottb., a

member of the sedge family; *'aka'akai* or great bulrush; *koali*, in the morning-glory family*;* false mallow; 'ilima (*Sida fallax* Walp.); *popolo* or glossy nightshade (*Solanum americanum* Mill.), and 'uhaloa (*Waltheria indica).*

The vast majority of trees within the project area were eucalyptus (*E. robusta and E. saligna*) and black wattle (*Acacia mearnsii*), both non-native species. None of the trees in the project corridor are, or could be considered candidates for the County's exceptional tree program.

Tree Risk Assessment, Kraus 2009

The large non-native trees within Increment 1 of the project corridor were examined during a Tree Risk Assessment prepared by consulting arborist, Michael M. Kraus, ASCA of Tree Works, Inc. (see Appendix C) The purpose of the report was *to "assess the risk posed by these trees to the trail, to users of the trail, and to neighboring properties. This report also addresses the impact the construction of the trail will have on the trees"* (Kraus, 2009).

The tree risk assessment covered the area between Lindsey Road and Kahawai Street, which includes some heavily wooded areas, particularly between the Waimea Nature Park and Lindsey Road. The arborist conducted a field review and assessment of 498 large trees within the trail corridor that pose a potential risk to the trail, its users and neighboring properties. Management recommendations were included for all trees that were determined to pose a significant risk. The trail site is a narrow strip of land, and many of the 357 trees recommended for removal stand in or very close to the proposed trail. Kraus noted that the size and shape of the trail and the size of the trees determines that "all of the large trees on the site pose a potential risk to the trail" (ibid).

The study notes that many of the large trees have grown asymmetrically, have unstable trunks and roots, and show evidence of decay. Many of the trees show signs of past limb failure and *Robusta eucalyptus*, one of the most common large trees in Increment 1, is notorious for dropping large limbs. The study provided an evaluation of each tree and the parts that are likely to fail so they can be removed or treated to reduce risk to trail users. Krause emphasizes that extent to which the recommendations are followed is a County management decision. He concludes:

> *"The management recommendations made for the individual trees are just that; they are recommendations. If the trail is to be built where and as it is designed, several hundred trees will have to be removed. For the trees that remain on the site after the trail is built some risk will remain. Some level of risk will always be present when people live among trees. The decision of how much risk is tolerable remains with the owner and manager of the trail."*

Project Impacts and Mitigation

Overall, the Natural Resources Assessment (AECOS, Inc. 2010) concluded that the vegetation within the project corridor is neither pristine nor unique and is not considered worthy of preservation. The large eucalyptus and black wattle trees in Increment 1 have no particular botanical value, nor do they enjoy statutory protection. The construction of the path will not have an adverse impact on botanical resources, and will not impact any threatened or endangered species or their habitat. The proposed path will not impact the native trees and shrubs that have been planted within the Waimea Nature Park.

The Tree Risk Assessment conducted for Increment 1 was intended to address potential hazards associated with large trees along the path, and the County's potential legal liability. The study identified approximately 357 trees within or very close to the proposed route that pose some degree of risk to trail users or surrounding property, and were recommended for removal.

It is recommended that the County and the WTG Committee follow the study's recommendation to remove trees determined be unstable, unhealthy, or which pose a potential danger to trail users. At the same time, trees provide benefits and amenities such as shade, cooling, windbreaks, and overall aesthetics which greatly enhance the trail. These benefits should be considered and weighed if removal of any large, healthy trees along the path route is considered. In some cases, slightly altering, narrowing, or dividing the path to avoid healthy trees could be an option. Because of the relative lack of native flora in the region, another possible alternative is to replace non-native trees which are removed with native species that grew in the area prior to ranching activities.

General liability issues are discussed further in Section 4.4, Socio-Economic Impacts.

Impacts of Other Alternatives

The No Action alternative would have no impact on botanical resources. Other alternative alignments would require removal of existing trees and vegetation, most of it typical urban and pasture vegetation as characterized above. None of the alternatives would adversely impact threatened or endangered species.

4.3.3 Terrestrial Fauna

Existing Conditions

The original avian and mammalian surveys were conducted in May 2000. Seventeen avian count stations were placed along the length of the proposed corridor and one alternative alignment. Most of the same route was traversed in 2010, with some additional areas, including the mauka

alternatives. Conditions were much drier than in 2000, particularly in the pasture land west of town.

Avian Survey

During the original 2000 survey, a total of 400 individual birds of 18 species representing 11 separate families were detected during station counts. An additional three species of wild turkey (*Meleagris gallopavo*), Barn Owl (*Tyto alba*), and Northern Mockingbird (*Mimus polyglottos*) were recorded as incidental observations while transiting between count stations. All birds detected are alien to the Hawaiian Islands.

During the 2000 survey, two species, House Finch (*Carpodacus mexicanus*) and Sky Lark (*Alauda a. arvensis*) represented more than 50% of the total number of birds detected. The House Finch was the most common species, accounting for 24% of the total individual birds recorded.

Given the very dry habitat conditions in 2010, bird numbers and diversity were significantly lower than during the earlier survey. During the latest survey, only 117 individual birds representing 16 separate species were recorded. The House Finch was again the most frequently recorded species, representing slightly more than 27% of the total number of birds recorded.

The AECOS report notes that the findings of the surveys are consistent with at least five other avian surveys conducted on various portions of the project area, as well as other surveys in the South Kohala District.

All but one of the avian species recorded during both the 2000 and 2010 surveys are considered to be alien to the Hawaiian Islands. The single native species recorded was the Pacific Golden-Plover (*Pluvialis fulva*), an indigenous, migratory shorebird that nests in the high Arctic during the late spring and summer and returns to Hawai‘i to spend the fall and winter.

Mammalian Survey

During the original 2000 survey, six mammalian species were detected within the survey corridor. Domestic dogs (*Canis f. familiaris*) were heard or seen at every avian count station sampled. The near ubiquitous small Indian mongoose (*Herpestes a. auropunctatus*) and cat (*Felis catus*) were seen within Waimea town but were not seen within the pasture areas south of Puu Opelu Road. Numerous domestic cattle (*Bos taurus*) were encountered within the pasture areas along the corridor. Two groups of goats (*Capra h. hircus*) were seen staked beside the upper corridor in separate locations.

Scat and tracks of domestic dog, small Indian mongoose, cat, domestic cattle, and horse (*Equus c. callabus*) were encountered along the bulk of the proposed main corridor. Additionally,

several skeletal remains of dog, domestic cattle and European house mice (*Mus musculus domesticus*)were encountered.

During the most recent 2010 survey, only one live cow, three live horses and several feral goats were observed. Also encountered were 17 dead cows, one dead horse, and one dead mongoose, which graphically demonstrate the severity of the ongoing drought conditions.

The AECOS, Inc. report notes that the findings of the surveys are consistent with at least five other mammalian surveys conducted on various portions of the project area, as well as other surveys in the South Kohala District.

Just as the extreme drought has resulted in the loss of cover, feeding resources, and water for avian species, these same conditions have radically altered the habitat for terrestrial mammals. Currently, there is very little vegetation on the site to sustain anything but the hardiest of feral ungulates.

Threatened and Endangered Species

No currently listed or proposed threatened or endangered species or their habitats were identified within the project area.

Although not detected during the surveys, it is possible that the small numbers of the endangered endemic Hawaiian Petrel (*Pterodroma sandwichensis*) and the threatened Newell's Shearwater (*Puffinus auricularis newelli*) overfly the project site between April and December. The primary cause of mortality in both these pelagic bird species is thought to be predation by alien mammalian species at the nesting colonies. Collision with man-made structures is the second most significant cause of mortality. Nocturnally flying seabirds, especially fledglings on their way to sea in the summer and fall, can become disoriented by exterior lighting, causing collision with manmade structures. No suitable nesting habitat occurs within or close to the proposed project site for either of these pelagic seabird species.

Comments from U.S. Fish and Wildlife Service

Chapter 9 includes two letters from the Department of the Interior U.S. Fish and Wildlife Service (USFWS). The first letter, dated August 28, 2009 to the County Department of Parks and Recreation was sent in response to a request for a "species list" for Increment 1 of the proposed project. Increment 1 is the approximately one mile segment of the trail between Lindsey Road on the east and Kahawai Street on the west. The second letter, dated June 18, 2010, was sent during the EA early consultation period.

Both letters note that based on the information in USFWS files and data compiled by the Hawai'i Biodiversity and Mapping Program and the Hawai'i GAP program, the federally endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*) and Blackburn's sphinx moth (*Manduca*

blackburni) may occur in the project area. Blackburn's sphinx moth larvae feed upon non-native tree tobacco (*Nicotiana glauca*) and other non-native host plants. The USFWS indicated that from the information they have on hand, they cannot ascertain whether there are host plants at the proposed project site.

The endangered Hawaiian hoary bat was not detected during biological surveys conducted in 2000 and in 2010 by AECOS, Inc. Neither the Blackburn's sphinx moth nor the host tree tobacco was identified during the either of the surveys. Because the tree tobacco is fairly drought tolerant, it would have been observed during at least one of the surveys if it were present. The biologists have concluded that neither tree tobacco nor other non-native plants presently known to have potential to support Blackburn's sphinx moth larvae (USFWS, 2005) presently occur in the area where vegetation will be removed. Therefore, the Blackburn's sphinx moth will not be harmed by the project.

Project Impacts and Mitigation

The biological assessments have concluded that given the nature of the highly disturbed, alien dominated grasslands within the project corridor, the construction and operation of *Ke Ala Kahawai O Waimea* will not result in significant impact to native avian or mammalian species within the project area. From a native avian and mammalian perspective, there is nothing special or unique about this site, and current conditions do not support any protected avian and mammalian species (AECOS, Inc. 2010). There will be no impact on the Blackburn's sphinx moth.

Although the Hawaiian hoary bat was not observed, bats migrate throughout the year and there is a possibility that they may roost in the trees and dense vegetation within the corridor. It is recommended that removal of any trees larger than 15 feet in height avoided during the bat breeding season, between April 15 and August 15.

The primary potential impact that this project poses to Hawaiian Petrels and Newell's Shearwaters is the possibility that these birds will be downed after becoming disoriented by lighting associated with the project. Outdoor lighting could pose a threat to these nocturnally flying seabirds if:

- during construction, if nighttime construction activities are conducted
- street lights and other outdoor lighting may be necessary or desirable following build-out of the project.

In order to mitigate these potential impacts, if night time construction activity or equipment maintenance is proposed, all associated lights should be shielded. If large flood/work lights are used, they should be placed on poles that are high enough to allow the lights to be pointed directly towards the ground.

No lighting is currently proposed for the path. However, it is possible that future decisions will be made to light certain segments or areas, such as the parking lots to be located at two future County parks. If lights are installed in conjunction with the project, it is recommended that the lights be shielded. This measure would serve the dual purpose of minimizing the threat of disorientation and downing of Hawaiian Petrels and Newell's Shearwaters, while at the same time complying with Hawai'i County Code §14-50 et seq. which requires the shielding of exterior lights to lower ambient glare on astronomical observatories atop Mauna Kea.

Impacts of Other Alternatives

None of the project alternatives would have an impact on threatened or endangered species or their habitats.

Section 7, Endangered Species Act Consultation

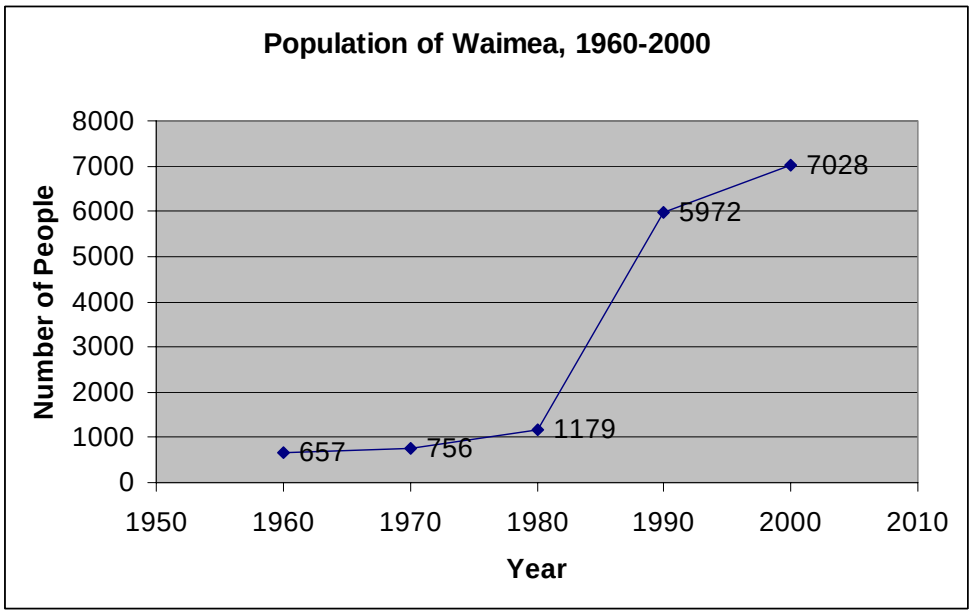
The Federal Highway Administration (FHWA), in cooperation with the County of Hawai'i, has determined that the project is "not likely to adversely affect (NLAA)" any listed threatened or endangered species, in accordance with Section 7 of the Endangered Species Act (ESA). There is no federally designated critical habitat within the project area. A letter was sent to the U.S. Fish and Wildlife Service on November 19, 2010 seeking concurrence with this determination (see Appendix D). Concurrence is pending.

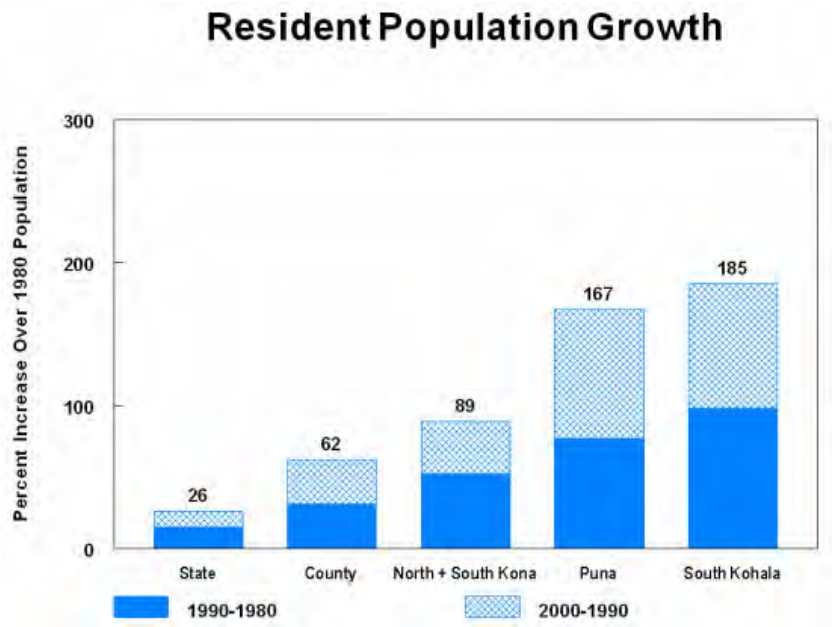
4.4 SOCIO-ECONOMIC ENVIRONMENT

4.4.1 Existing Conditions

The chart below shows population growth in Waimea Town between 1960 and 2000. As shown in the chart, the town has experienced dramatic increases in population growth between 1990 and 2000.

The bar charts below, from the South Kohala Community Development Plan, show the population's percentage increase from 1990 to 2000. In this 20 year period, the population in South Kohala increased 185%, compared to a 62% increase County-wide.





Source: Waimea Community Development Plan website
http://www.waimeaplan.org/

4.4.2 Project Impacts and Mitigation

Social Impacts

The creation of a multi-use trail providing non-vehicular transportation options and recreational enhancement will be a positive benefit for the Waimea residents and visitors of all ages.

School-aged children are expected to be among the primary beneficiaries and users of the multi-use trail. According to 2000 U.S. Census Data, 32.4% of the population in the Waimea CDP was of school age, age 19 and under. Numerous studies have shown that a child's connection with nature and outdoor play time is essential for their development. The trail will provide a safe area where families can enjoy the outdoors and explore the natural world.

The project directly supports the federal Safe Routes to School (SRTS) initiative, which seeks to encourage children to walk and bicycle to school safely in communities throughout the country. SRTS programs use a variety of strategies to help make routes safer for children to walk and bicycle to school and to encourage more children to walk and bike.

The People's Advocacy for Trails Hawai‘i (PATH) has been the State's lead agency for the SRTS program. Since 2006, PATH has been working with Waimea Elementary School with the goal of increasing the safety for all modes of transportation to and from school. The creation of *Ke Ala Kahawai o Waimea* will provide a safe and viable alternative to driving for students attending Waimea Elementary and Middle Schools, Parker School, and Kanu o ka ‘Āina PCS, all of which are easily accessible from the path. The path is less likely to be used to travel to and from Hawai‘i Preparatory Academy, as the school's main campus is located north of Kawaihae Road, and trail users would have to travel a short distance on Kawaihae Road before heading up Kohala Mountain Road to the campus. However, the community could explore other improvements such as wider shoulders or sidewalks to improve the connection between Hawai‘i Preparatory Academy and the path.

Ke Ala Kahawai o Waimea will not have an impact on the number of people in Waimea or alter community demographics. There is a high level of support for the project within the community. For example, surveys and small group meetings held as part of the South Kohala CDP update in 2006, found a consistently high level of support for more walking, biking and horse paths, providing more transportation choices, and providing healthy recreation opportunities. The trails and greenways project is identified and endorsed in the South Kohala Community Development Plan, the Waimea Traffic Circulation Study, and Bike Plan Hawai‘i.

The creation of a trail could also have a positive impact on the local visitor industry. The County of Hawai‘i Department of Research and Development provided an EA early consultation letter in support of the project (Chapter 9). The department's Tourism Specialist provided the following comment:

> *"I am in favor of the proposed project as (1) we have supported the Waimea Outdoor Circle in its development of interpretive signage for Ulu La 'au and the proposed project would run along that property; and (2) we support the Waimea Cherry Blossom Festival and the proposed project would allow people a safe, pedestrian and bicycle friendly alternative to driving to access all of the components of that event, which are spread throughout the town."*

Estimated Project Cost

The construction of the multi-use path will involve the expenditure of public funds by the County and possibly various federal agencies. It is estimated that Increment 1 of the trail, the segment between Lindsey Road and Kahawai Street, would cost approximately $5.8 million to design and construct. The segment between Church Row and Lindsey Road was estimated at about $3 million, and the area from Kahawai Road to the western end could be just over $10 million. In total, the cost of design and construction would likely exceed $18 million.

Ongoing maintenance and management of the path will involve public and private expenditures and resources.

Trail Maintenance and Management

Ongoing maintenance, operation and stewardship of *Ke Ala Kahawai o Waimea* will be essential to its long-term success. The WTG Committee will partner with the County Department of Parks and Recreation (DPR) to assume primary stewardship of the trail's long-term care and oversight. The path will require both "routine" and "remedial" maintenance throughout its life. Routine maintenance includes the day-to-day tasks of litter pick-up, removal of trash and debris, weed and dust control, and trimming vegetation. The WTG Committee will organize periodic community work days as well as organize "adopt a section of the trail" opportunities for the business community, organizations, and individuals similar to the highway adoption program. The WTG Committee can also play a role as a liaison between trail users and the County DPR, and can work with local law enforcement to develop an emergency reporting and response protocol.

The County of Hawai'i will have primary responsibility for remedial maintenance throughout the life of the multi-use path. This includes repairing, replacing or restoring major components on a regular basis as well as correcting defects or damage due to erosion, flood, or other natural events. Typical maintenance activities will include repair of cracks or potholes, repaving, installing or replacing signage, erosion control, or bridge/culvert repair.

For Increment 1, a decision was made to utilize concrete rather than asphalt paving because of its durability and relatively low maintenance costs. However, periodic repair and maintenance of the trail will need to be incorporated into the County's capital improvement plan and budget.

A long-term operation and maintenance plan for the trail should be developed jointly by the WTG Committee and the County. The plan should identify and assign responsibility for the routine and remedial maintenance tasks. The maintenance plan should address operational issues such as user safety, rules, policies for trail use, and other issues associated with ongoing stewardship of this resource. Amenities added to the trail to promote public convenience, such as rest rooms, drinking fountains, and trash receptacles should be carefully considered before being installed, and responsibility for their maintenance identified upfront.

Employment and Income

The construction of *Ke Ala Kahawai O Waimea* has potential impacts in construction-related employment and income. The project will support a number of engineers and construction workers. This is more likely to sustain existing employment and income levels than to create new jobs. However, because much of the project funds are likely to come from federal sources outside the region, the wages paid to workers, payments to suppliers, and the subsequent expenditures could have a large cumulative effect on the local economy.

The presence of the trail is also likely to enhance Waimea's appeal as a visitor destination, providing an accessible outdoor recreation amenity. There could also be increased potential for business opportunities, such as bicycle or skate sales and rentals, and the sale of refreshments. On the other hand, other jurisdictions, such as the County of Kaua‘i, has imposed restrictions on commercial activities on or near their bike and pedestrian paths.

The County will need to maintain the path, and additional personnel may be required in the Department of Parks and Recreation for this task. Two future County parks are proposed along the path, one near the refuse transfer station and one on Kawaihae Road, across the Kamuela View Estates. A budget allocation will be needed to support the workers and their equipment, adding to the project's long-term fiscal impact. It is also recommended that the Waimea Trails and Greenways Committee

Property Values

Concerns have been raised by some homeowners along the path that the proposed project might reduce the value of adjacent properties. This issue is often raised when a community considers building a shared use path or trail. The study that has received the most attention on this subject involves the Burke-Gilman trail in Seattle. The Seattle Engineering Department and Office for Planning conducted an in-depth study of the trail to determine what effect, if any, the trail has had on quality of life, property values, and crime rates experienced by property owners near and adjacent to the trail. The 12-mile Burke-Gilman trail was constructed in 1978 and provides a multi-purpose, non-motorized path. At the time of the study, there were 152 single-family homes and 607 condominiums immediately adjacent to the trail. Data for the study came from residents near and adjacent to the trail (including 72% of all property owners), real estate agents, police officers who patrol the affected neighborhoods, and real estate advertisements in newspapers and

magazines. The study found that property near, but not immediately adjacent to the trail was easier to sell and sold for an average 6% more as a result of its proximity to the trail. Property immediately adjacent to the trail sold for 0-0.5% more. Residents who purchased their homes after the trail opened tended to see it as a positive factor that increases the value of their home. Long-time residents who bought their home prior to opening of the trail were less likely to view the trail as an economic asset. Real estate advertisements consistently used the presence of the trail as a selling point.

Less than 3% of the homeowners said there were any problems associated with the trail that were serious enough for them to consider moving. The 3% that would consider moving as a result of the trail sought greater privacy and were not motivated by crime or other problems. Almost two-thirds of the residents felt the trail increased the quality of life in the vicinity. None of the residents surveyed felt the trail should be closed. Similar studies in other areas of the country have found similar results.

Based on similar trails elsewhere, it is unlikely that the proposed *Ke Ala Kahawai O Waimea* will have a negative impact on property values of adjacent homes. The presence of the trail may even have a positive effect on values in the surrounding community.

The only segment where the proposed path will be adjacent to homes and apartments is the area from the Lālāmilo Research Station and Puʻu Opelu Road. In other areas such as near the Sandalwood Subdivision, the trail is located on the opposite side of the stream, which provides a natural buffer.

A proper operation and maintenance program, developed jointly by the WTG Committee and the County, will ensure the trail is well-maintained, attractive, and safe, as well as an asset to the community.

Vandalism and Crime

Another concern raised by some homeowners along the path is the potential increase in vandalism and crime. Here again, the experience of hundreds of other trails around the country have shown that these fears are largely unfounded, and proven strategies exist to minimize undesirable activity.

“Crime prevention through environmental design” (CPTED) is a phrase described by C. Ray Jeffreys in his 1971 book of the same title. Jeffreys defines CPTED as the “proper design and effective use of the built environment that can lead to a reduction in the fear and the incidence of crime, and an improvement in the quality of life.” The major principles of CPTED can and are being incorporated into *Ke Ala Kahawai o Waimea.*

For example, visibility of the trail from surrounding businesses and homes coupled with high use of the trail by law abiding citizens provides natural surveillance, discouraging undesirable

behavior. Although sometimes neighbors will suggest that a greenway path be hidden from view, this is counterproductive from a safety perspective. Likewise, thick brush or solid fencing can restrict natural surveillance while providing places for law breakers to hide. Evidence from other trail projects show that maintaining a clear zone of at least ten feet on either side of the path is a good safety measure, as is trimming surrounding vegetation to improve public visibility of the trail. Regular maintenance of the path by the Department of Parks and Recreation will reinforce that the path is actively monitored.

Various means of access control ways to define territory can be used to distinguish public and private spaces. For example, along the access roads, signage will be included to direct trail users to the path. Vegetation, landscaping, sidewalks, or low-scale wooden fencing might be considered on these roads to keep trail users off private property. In some segments of the path where easements have already been granted, landowners have requested that fencing be installed to keep trail users out of pasture or cultivated areas. In other areas, such as along the Sandalwood subdivision, the stream itself provides a natural buffer, defining the location of public and private lands. Bollards placed in the path near the signed shared access roads are an option to keep unauthorized vehicles off the path without fencing.

Waimea residents have cited anecdotally one incident involving a property crime where the perpetrator escaped on foot via the existing trail, before jumping into a getaway car. The use of public access ways during commitment of a crime is always a possibility. However, there is little evidence that the improvement of the trail increases the likelihood of crime. As an example, the County of Kaua‘i has not had any reported criminal activity directly related to its newly completed multi-use path since the first section of the trail opened in 2007. That trail has received rave reviews from both residents and visitors, and enjoys high levels of use year round. Future increments are currently being planned.

Liability Issues

A County-owned multi-use path which will be used for transportation and recreation by a wide range of users raises a host of concerns about liability. As the owner of the trail, the County of Hawai‘i may worry about users being injured. Private landowners along the path, including those who have granted use easements, may be concerned about users wandering off the path onto their land, and injuring themselves or causing property damage.

Hawai‘i’s Recreational Use Statute, Chapter 520, Hawai‘i Revised Statutes (HRS), substantially limits public and private landowner liability. The intent of this law is to protect landowners who open their land to the public for recreation free of charge. Private landowners who have land adjacent to paths are also protected by trespassing laws. Adjacent landowners generally are not at risk as long as they do not engage in “willful and wanton misconduct” against trespassers, such as recklessly or intentionally creating a hazard.

Chapter 520, HRS, is not applicable to public lands. In general, the State and Counties "self-insure" against tort claims arising from bicycle or other accidents.

While concerns about liability are understandable, real world experience with thousands of miles of paths and trails nationwide have shown that liability exposure can be minimized through appropriate legal protection and proper trail design, maintenance and management.

Recommended Risk Management Strategies. Bike Plan Hawai'i (2003) lists several useful risk management strategies that can be adopted during design, construction, and operation of the path. These include:

During design and development:

- Develop a list of potential hazards
- Design and locate the path such that dangerous locations are avoided
- Develop a list of permitted path uses and the risks associated with each
- Make it clear that users are not invited onto the adjoining land. This can be accomplished through signs, landscaping, or fencing
- If a hazardous condition exists and cannot be mitigated, signs should be developed to warn users of the hazard
- Identify applicable laws
- Design and construct the pathway in accordance with recognized guidelines

After the path is open for use:

- Conduct regular inspections and monitor conditions
- Document the results of the inspections and correct hazards in a timely fashion
- Adhere to maintenance standards and keep written records
- Maintain a plan for handling medical emergencies

Source: Bike Plan Hawai'i, 2003. Taken from Rail-Trails and Liability: A primer on Trail-related Liability Issues and Risk Management Techniques by Hugh Morris, Rails-to-Trails Conservancy, September 2004

4.4.3 Archaeological, Historic, and Cultural Resources

Archaeological Resources

A number of archaeological studies have been completed for the project area over the past several years, the most recent, a Literature Review and Field Inspection for the project done in 2010 (Appendix E).

This Environmental Assessment also incorporates several previous studies, including an earlier archaeological literature review and field inspection completed in 2002 as part of the 2004 Environmental Assessment (see Appendix F). That study noted that there are few historic properties in the developed areas east of the Refuse Transfer Station, but noted some agriculture and habitation complexes in the western most sections. The archaeologists recommended that inventory-level surveys be conducted for the entire route, once a staked alignment is determined. The surveys should focus on the area west of the Refuse Transfer Station.

A companion Cultural Impact Assessment (CIA) was completed by Cultural Surveys Hawai‘i in 2003 to support the 2002 literature review and field inspection. The CIA was prepared to comply with the State of Hawai‘i’s environmental review law, Chapter 343, HRS, and evaluated the project’s potential impact to cultural resources. The CIA focused on the eastern end of the proposed trail, because the western portion had recently been covered in a CIA conducted by the Department of Hawaiian Homelands (DHHL) for its Lālāmilo project. Neither CIA identified any present day cultural practices in the project corridor.

As Increment 1 of the trail proceeded in its design, an Archaeological Inventory Survey (AIS) was completed by Cultural Surveys Hawai‘i in 2009 for this first segment. The AIS covered the area between Lindsey Road and Kahawai Street, and identified three historic properties including a concrete ford or bridge, a remnant road and an earthen ditch. The AIS recommended preparation of a preservation/interpretive plan for the ford crossing, and this recommendation was concurred upon by the State Historic Preservation Division in a letter dated September 8, 2009. The interpretive plan will be completed prior to construction of Increment 1.

The most recent Literature Review and Field Inspection was conducted in 2010 for the entire project corridor, including the mauka alternatives (which have since been dismissed from consideration), the shared signed roadways (which will provide trail access), and the future equestrian trail. This document was intended to support the project’s historic preservation compliance, including Section 106 of the National Historic Preservation Act. It is included as Appendix E.

2002 Literature Review and Field Inspection

Findings

In 2000, Cultural Surveys Hawai‘i (Kikiloi et al.) conducted a literature review and field inspection of approximately 6 miles for the (then) proposed Waimea Trails and Greenways project. The study consisted of a pedestrian inspection of the proposed route, which roughly follows the current *Ke Ala Kahawai o Waimea* route. The inspected area was separated into five sections, based mainly on terrain type, degree of urbanization, and potential for cultural resources.

Section 1 encompassed the western most section of the corridor, between the Kamuela View Estates to the County Refuse Transfer Station. This section is what has been referred to as the Lālāmilo Field Complex, a subset of the Waimea agricultural system (Clark 1987). Additionally, Section 1 is, at least in part, within the “Lālāmilo Kuleana and Ranch District” (State site 50-10-05-2292) (Barrerra and Kelly 1974). The types of sites and features include *‘auwai* (irrigation ditches), agricultural fields, and house sites, both pre and post-contact. Certain *‘auwai* sections, a wall segment, and a number of fields are in the vicinity of the trail corridor. No house sites appear to be within the trail corridor.

Section 2 referred to the section between the Refuse Transfer Station and the eastern end of the Sandalwood subdivision. The corridor is on the southern side of Waikōloa Stream for the Sandalwood subdivision portion, then shifts to the northern side near the old landfill and existing transfer station. No historic properties were observed in Section 2. The study noted the presence of an old concrete ford at the conjunction of Sections 2 and 3. The ford was associated with an old asphalt roadway extending from Kawaihae Road to Pu‘u ‘Opelu, the former Parker Ranch Headquarters and residence of Richard Smart, now a museum open to the public. The roadway and associated stream crossing are presumably older than 50 years old, and thus can be considered historic properties. The ford crossing will remain intact and a new, ADA-compliant crossing will be built roughly parallel to it.

The section of the path adjoining the Sandalwood Subdivision is pasture type land that is separated from actual pasture by a new fence line. No historic features were observed on either side of the fence line.

The portion of Section 2 that is State land just east of the existing transfer station, has been extensively altered by bulldozing and old landfill activities. The trail corridor follows a bulldozed path between Waikōloa Stream and the “mountain of trash” of the old landfill. No historic properties were observed.

Section 3 referred to the area from the east end of Sandalwood Subdivision to Waiki‘i Road. The study noted that the area has been altered by the development of the residential uses and no archaeological resources were observed.

Section 4 was the area between Waiki‘i Village Road and the Lindsey Road bridge. This section is dominated by a stand of large Eucalyptus trees, and here Waikōloa Stream makes a few sharp bends or meanders. Remnant structures related to a pipeline crossing and possibly a concrete ford were observed in this segment. The large concrete slab remnant had an imprinted date of “1942” suggesting a World War II association. The pipe remnant structures are short, faced, ramp-like structures with the faced vertical side facing the stream. Construction type is similar to a crossing observed in Segment 5, consisting of basalt boulders and concrete.

Section 5 was the area between Lindsey Road and the eastern trail terminus at Church Row. This section has been altered extensively by modern urbanization. Two historic structures were observed within Section 5; a stacked stone wall behind the Keck offices and a remnant of a basalt boulder and concrete stream crossing. The boulder wall is typical of many dry masonry stone walls in the Waimea area, and presently serves as the stream side property boundary for the Keck office complex. The remnant boulder and concrete stream crossing appears to be an old narrow roadway and/or for an old pipeline. The old stream crossing is situated behind a row of stores some 200 feet east of the Lindsey Road bridge.

The eastern terminus of the trail is in close proximity to Imi‘ola Church and associated cemetery. The church is on the State and National Register of Historic Places, State Site #50-10-06-7151.

Recommendations

Based on the 2002 field observations, the archaeologists noted that Sections 2 through 5 above (i.e., all sections except the western-most area) have been urbanized to such an extent that no surface historic properties exist, except for concrete and boulder stream crossing structures. Only the western-most segment (Section 1) west of the County Refuse Transfer Station, has been altered little during modern urbanization. As such, this section contains site complexes associated with agriculture and habitation from pre and post-contact eras.

Based on the background surveys and field inspection, Cultural Surveys Hawai‘i recommended an inventory-level survey for the entire route, once a staked alignment is determined. The focus of the inventory survey should be in the area west of the County Refuse Transfer Station. This will allow sites to be accurately located in relation to the alignment.

2009 Archaeological Inventory Survey for Increment 1

In August 2009, Cultural Surveys Hawai‘i conducted an Archaeological Inventory Survey (AIS) for the first increment of the WTG trail, between Lindsey Road and Kahawai Street. This area consists of 8.96 acres, and covered approximately 1.1 miles of the trail, roughly corresponding to Sections 3 and 4 in the Cultural Surveys Hawai‘i 2002 study. A copy of the Archaeological Inventory Survey is found in Appendix F.

A complete pedestrian survey identified a total of three historic properties consisting of four features within or adjacent to Increment 1. These historic properties included a collapsed and severely damaged concrete ford or bridge, a remnant portion of a paved road, an earthen ditch segment, and an intact concrete ford and roadway. All three historic properties will potentially be affected by Increment 1 of the proposed WTG trail.

The table below summarizes the site characteristics and the SHPD’s recommended mitigation to reduce any potential adverse effect on these historic properties.

Table 4-1: Increment 1 Historic Properties

SIHP #	Description	Significance Criteria	Effect and Recommended Mitigation
50-10-06-26871	WWII-era infrastructure associated with Camp Tawara		
	Feature A: collapsed ford or bridge with etched date of July 1942	Hawai‘i Register Criteria A and D	No adverse effect. Recommended for preservation through avoidance and protection. SHPD requests preservation/interpretive plan be developed for review and approval involving interpretive monument with signage.
	Feature B: remnant portion of roadway	Hawai‘i Register Criteria A and D	No further work recommended. Sufficient information obtained from current survey.
50-10-06-26872	early post-contact irrigation ditch (Akona’s *‘auwai*)	Hawai‘i Register Criterion D	No effect. Preservation through avoidance and protection. Should required ADA improvements affect ditch, contact SHPD to discuss mitigation efforts.
50-10-06-26873	historic-era concrete ford and associated roadway	Hawai‘i Register Criterion D	No further work recommended. Sufficient information obtained from current survey.

Source: Cultural Surveys Hawai‘i, 2009

The SHPD has reviewed and approved the Archeological Inventory Survey and in a September 8, 2009 letter (Appendix F) recommended that because Feature A of SIHP 26871, a ford crossing, lies in the path of the trail’s stream crossing, a preservation/interpretive plan should be developed. The plan should involve using the signature portion of the ford to create an

interpretive monument with interpretive signage. The preservation/interpretive plan is being completed and will be submitted to SHPD for their review and approval prior to construction of Increment 1.

In a letter dated June 16, 2010 during the current EA early consultation period (see Chapter 9), the SHPD indicated that they are awaiting the preservation plan requested in September 2009. They recommended that no ground–altering construction begin until this plan has been reviewed and accepted by SHPD.

Inventory-level surveys of the future trail increments (Increments 2, 3 and 4) will be completed as needed, as these increments are funded and developed.

2010 Literature Review and Field Inspection

The purpose of the 2010 Literature Review and Field Inspection by Cultural Surveys Hawai‘i (Appendix E) was to confirm the presence and density of archaeological sites within the project corridor, and to summarize the findings of the previous studies in the project corridor. In addition to addressing the preferred trail corridor, the 2010 field inspection looked at the “mauka alternatives” and the signed shared roadways (Opelo Road, Kahawai Street, and South Kohala Distribution Road), none of which were included in the 2002 study[4]. The portions of the project area that were inspected during the previous 2002 literature review and field inspection were not revisited during the 2010 field work.

Findings

The findings of the 2010 field inspection were largely as expected when compared to land use and previous archaeological studies. A total of 14 pre and post-contact historic properties were identified: seven previously identified historic properties or historic property concentrations, and seven newly identified historic properties. Only one of the newly identified properties was near *Ke Ala Kahawai o Waimea*; the other six were located near the mauka alternatives[5]. The newly identified site near the proposed trail consists of an L-shaped alignment in a field adjacent to the Waimea Transfer Station. It consists of small boulders stacked 1-2 courses high, and although it could be a possible terrace, based on the level of disturbance in the surrounding area, is more likely the result of bulldozer push.

Previous archaeological research suggests that pre-contact land use associated with the Waimea agricultural field system was located largely within the current project area and surroundings.

[4] The signed shared roadways will be used to access *Ke Ala Kahawai o Waimea*, and as such, are part of the project area covered under this EA. The mauka alternatives were also examined during the 2010 field survey. Although they have since been dismissed from consideration, federal NEPA guidelines require that the environmental impact of *all* alternatives considered be discussed in the EA.

[5] The findings and impact of the mauka alternatives are described at the end Section 4.4.3.

Historic and modern development, beginning in the mid 19th century, have impacted or completely destroyed many pre-contact historic properties within and near the project area.

Recommendations
Previous archaeological studies have shown a high density of historic properties within the preferred alignment corridor. Both of the previous studies--the 2002 literature review and field inspection (Kikiloi et al. 2002) and the AIS for Increment 1--were conducted by Cultural Surveys Hawai'i. Based on the background studies and field inspection, Cultural Surveys Hawai‘i recommends an inventory-level survey for the entire chosen alignment, including the proposed location for the possible equestrian trail. No further work is required for Increment 1 since an AIS has already been completed.

Cultural Impact Assessment

Chapter 343, HRS, Hawai‘i's environmental impact law, requires that a cultural impact assessment be completed in order to determine the significance of a proposed project. This requirement became law through Act 50 of the State Legislature in 2000, and requires that information be provided relating to the practices and beliefs of a particular cultural or ethnic group or groups.

A Cultural Impact Assessment (CIA) for the proposed Waimea Trails and Greenways Project was conducted in December 2003 by Cultural Surveys Hawai‘i, to support the 2002 literature review and field inspection. It is included in Appendix F. The 2003 CIA focused on the eastern end of the proposed trail, because the western portion had recently been covered in another CIA conducted by the Department of Hawaiian Homelands (DHHL) for its Lālāmilo project. The findings of the DHHL study are summarized below. As a result, the 2003 CIA focused only on the portion of the trail between the Sandalwood subdivision and Church Row, and did not reexamine the area already covered for the DHHL project.

The scope of the CIA included an examination of historical documents and existing archaeological information, community consultations, and a report summarizing the information gathered relating to traditional cultural practices and land use.

CIA for Department of Hawaiian Homelands Lālāmilo Subdivision

The CIA for the DHHL's proposed Lālāmilo project was conducted in 2002 (Haun & Associates 2002). The Lālāmilo development encompasses 249 acres and is located on the mauka side of Waikōloa Stream, between the Kamuela View Estates and the County refuse transfer station. The CIA covered approximately 266 acres west of the County transfer station, an area which includes the western portion of the WTG trail. This CIA documented numerous historic properties. With regard to cultural practices, the Haun assessment concluded:

> *"This cultural impact assessment did not identify any present-day cultural practices nor did it identify anyone who currently uses the project area for cultural practices of any kind. Past cultural practices identified were related to agricultural practices and the utilization of the ancient ʻauwai or ditch system which traversed much of the Lālāmilo area. The project area is part of the larger Lālāmilo field system evidenced by remnant ʻauwai and dryland terraces. Hawaiian burial practices (pre-contact and historic) were conducted in the project area as evidenced by the presence of burials and grave sites."*

2003 Waimea Trails and Greenways CIA

The 2003 CIA conducted for the Waimea Trails and Greenways project examined historical documents, reviewed existing archaeological information, including the 2002 DHHL CIA, and conducted community consultations with persons knowledgeable about the historic and traditional practices in the project area and region. Four individuals were formally interviewed.

Based on the background studies, the CIA concluded that much of the project area has been urbanized to such an extent that no surface historic properties exist, except for concrete and boulder stream crossing structures. However, the area west of the country transfer station has been altered far less than the urban core of Waimea, and contains complexes associated with agriculture and habitation sites from the pre-and post-contact eras. In this area, the trail corridor intersects with a number of features such as *ʻauwai* and field walls. There are includes a wide array of site types, including house sites and documented burial sites.

Within Waimea Town, there are church (i.e., Imiʻola) and family cemeteries (i.e., Spencer family), but no specific documentation was found regarding *ʻiwi* in the project area. The CIA did not identify any cultural practitioners or ongoing cultural practices within the project area.

Community members consulted expressed some concerns regarding the project corridor. Respondents commented that the stream should be kept clear of any brush to reduce overflow during a high volume period. Second, the safety and security of residents living along the trail was also a concern. However, all interviewees expressed the opinion that the trail was a good community-based project.

The construction of the trail would not have an impact on cultural practices, and the CIA stated that no formal cultural impact mitigations are recommended. These findings were consistent with the DHHL's 2002 study, which did not identify any present-day cultural practices in their study area. However, CIA informants wanted the consultation process to continue through the build-out of the project.

The 2003 CIA conducted for the Waimea Trails and Greenways project noted that despite decades of cattle ranching and associated activities, traditional Hawaiian artifacts, cultural layers, and burials may still be present in the area west of the Country transfer station. It also recommended the inclusion of some interpretive themes for the proposed trail corridor. Themes

referenced by the informants included history, legend, and how the environment has changed water resources of the Waimea area.

Section 106, National Historic Preservation Act (NHPA) Consultation

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to take into account the effects of their undertakings on historic properties. Federal agencies are responsible for initiating Section 106 review between itself, the State Historic Preservation Officer, and those who have an interest in historic properties, including native Hawaiian organizations.

The Federal Highway Administration has initiated Section 106 consultation for *Ke Ala Kahawai o Waimea*. Letters have been sent to the State Historic Preservation Division and interested agencies and native Hawaiian organizations requesting input regarding any issues of historic properties with religious or cultural significance. The letter also requested names of other individuals or organizations that should be contacted as part of the Section 106 process. Documentation of the Section 106 consultation is in Appendix G.

Impacts of Other Alternatives

The 2010 field survey conducted by Cultural Surveys Hawai‘i investigated historic properties in the vicinity of the mauka alternative, which has since been dismissed from consideration. The study confirmed that there are a number of historic sites in the area, including enclosures, walls, burial mounds, agricultural terraces and a trail segment. Six new sites that had not been previously identified were found near the mauka alignment, including a several large rock enclosures, walls, terraces and platforms. The study also noted that other archaeological surveys conducted previously in the area identified numerous sites north of the mauka alternative alignment.

The 2010 study found six newly identified properties along the mauka alternative alignment. These historic properties are both pre-contact and historic in age and represent agricultural, habitation and boundary function. Most of the observed historic properties were not directly within the mauka alignment corridor, but it is likely that they would have been impacted by the alternative.

The 2010 Literature Review and Field Inspection noted that at least two of the previously identified historic properties near the mauka alignment have been recommended for preservation—a burial mounds and permanent habitation. Preservation measures have already been undertaken for a large enclosure. Two concrete fords or bridges have also been recommended for preservation by avoidance. If the mauka alternative had been selected, an archaeological inventory survey would have been required, and mitigation measures implemented to avoid harm to these properties.

As far as cultural impact, the mauka alternatives would not impact any cultural practices and no mitigation would be needed.

In summary, the alternatives analysis conducted for this EA has determined that the mauka alternatives are infeasible, and has dismissed them from further consideration. As such, no additional archaeological work associated with the mauka alternatives is required.

4.4.4 Visual Resources

Existing Conditions

The visual environment along the trail corridor varies dramatically as one moves from east to west. On the far eastern end of the project corridor near Church Row, the visual environment reflects an urbanized town, with low rise structures, roads, and landscaping, and green rolling hills in the background. The area around Lindsey Road in the center of Waimea Town is dominated by commercial buildings, cars, roads, and utility poles. As the path moves further west toward the Waimea Nature Park, it passes through a stand of large Eucalyptus trees, and the visual environment is shady and cool, enclosed by the surrounding trees and shrubs and views of the stream alongside the path. Some of the low scale commercial and office buildings are visible just beyond the trees. Past the nature park, the vegetation along the trail path becomes less dense, but is still dominated by heavy, overgrown shrubbery with the Lālāmilo Research Station's agricultural fields and pasture lands on the south side.

Further west near the Sandalwood Subdivision, the trail passes through Parker Ranch lands. The views on the mauka side, across the stream are of the spacious one and two-story homes on large residential lots which border the stream, with the rising Kohala mountains in the backdrop. On the south side, the view is of vast, open pasture land. In this area, the trail will be within a 30-foot corridor from the top of the stream bank. The pasture lands are delineated by strands of barbed wire fencing supported on wooden posts, often made from gnarled tree trunks and branches.

At the refuse transfer station, the visual environment changes abruptly, with little vegetation and land altered extensively by bulldozing and landfill activities. This is clearly an area dominated by intensive industrial activity. West of the transfer station, the landscape alters dramatically, becoming noticeably barren and dry, with little sign of human activity. The surroundings are moonscape-like, comprised of vast, parched, red dirt lands, strewn with rocks and boulders. Even adjacent to the stream, vegetation is sparse and limited to scrub and grass, with a few hardy trees. This area contrasts sharply with the comparatively lush environment at the far eastern end of the trail. The western terminus of the trail is across the Kamuela View Estates subdivision on Kawaihae Road.

Project Impact and Mitigation

Visual simulations of the proposed trail are shown on the following pages, to illustrate what the trail could look like. Despite the varying physical landscape and visual environment throughout the path corridor, the improvements will not have an adverse visual impact anywhere along the route. The path will modify the visual environment by providing a man-made, improved trail that will be used by walkers, joggers, and bicyclists, and possibly equestrians in the areas west of the refuse transfer station. The path will be flat and follow the natural topography, and will not have significant impacts on view planes or public views. The intent of the project is to create a safe and convenient way for the public to enjoy the natural environment, and every effort will be made to blend it into the natural landscape.

The presence of more people and non-motorized vehicles will modify the visual environment. However, the number of trail users will be distributed along the route, so that the visual impact of people and activity in any one area will be minimal.

The visual experience for path users will vary from the urbanized areas of Waimea Town past residential, commercial, agricultural and pasture areas. The microclimates will range from lush, shady, and forested sections to breezy pasture lands, to drier, more barren areas.

Once the DHHL's Lālāmilo residential area is developed, the visual environment of the western-most section of the path will be dramatically altered. The current desolation of the existing landscape will be replaced by a developed residential community, with homes, roads, and landscaping. The construction of the subdivision will have a more significant visual impact than the creation of the trail, but the path will be complimentary to and visually compatible with the future community. The lands south of the trail, which comprise the Lālāmilo Field Complex, are expected to remain undeveloped.

Visual Simulations of *Ke Ala Kahawai o Waimea*

Impacts of Other Alternatives

Given their proximity to several existing residential subdivisions, the mauka alternatives would have a more noticeable visual impact. Although the mauka alternatives would not have obstructed public views or important view sheds, these segments would have a significant visual impact for many adjacent homeowners. Whereas the preferred alignment utilizes Waikōloa Stream as a buffer between the path and existing residential areas, there is no similar natural buffer in many of the mauka segments. Residents of the surrounding subdivisions north of Kawaihae Road would have serious concerns regarding the proximity of the trail, the perceived loss of privacy, and visual impacts, as expressed during the EA early consultation period. Solutions such as fencing between the path and the homes could reduce security concerns, but would result in added visual intrusion for the homeowners.

Overall, the mauka alternatives would likely have greater visual and aesthetic impacts to adjacent homeowners compared to the preferred Waikōloa Stream alignment.

4.5 UTILITIES AND INFRASTRUCTURE

Existing Conditions

Major water, electrical, communication and wastewater lines are located within the streets or within roadway rights-of-way. There are no utility lines within the trail corridor, but there are two electrical lines that cross over the trail between Opelo Road and Kahawai Street and one guy wire anchor.

It is required that all projects mitigate the increase in runoff due to an increase in impervious surfaces. Shallow drywells and interconnected inlets will be placed along the path to collect the runoff due to the increased impervious area. General grading patterns will not be altered. Grading of the site will comply with County grading ordinances.

Potable water is provided by the County Department of Water Supply by surface water diverted from Waikōloa and Kohakohau Streams. Potable water is distributed to customers in the Waimea service area through a network of 12-, 8-, 6-, and 4-inch pipelines.

Waimea does not have a municipal wastewater treatment facility. All of Waimea is on individual wastewater systems consisting of cesspools or septic tank leachfield systems, with the exception of some Parker Ranch lands. Parker Ranch owns and operates the only wastewater treatment plant in the Waimea area, located several miles south of Waimea Town (DHHL, 2002).

The County of Hawai‘i does not provide solid waste collection services. About 50 percent of waste generated is hauled by private companies, and the remainder is self-hauled to the County transfer station, which is located along the path route. Refuse from residential areas is compacted for transport to the Pu‘uanahulu Landfill in North Kona (ibid).

Electrical service is provided to Waimea by Hawai‘i Electric Light Company (HELCO). A HELCO baseyard and electrical generating plant is located near the County Refuse Transfers Station, on South Kohala Distribution Road. Telephone service is provided by Sandwich Isles Communications.

Project Impacts and Mitigation

The project will not have an impact on utility demand. There will be no lighting or other utility service along the proposed path. However, it is possible that in the future, lighting will be provided at parking areas at the two future County parks that will be used as trail heads. If comfort stations are provided at these parks, water and wastewater infrastructure will also be needed. For Increment 1, water fountains will be provided at rest areas where water lines are in close proximity. In an early consultation letter, the County Department of Water Supply stated that should proposed improvements require water service, estimated maximum daily water usage calculations should be submitted for review and approval.

In Increment 1, there is the possibility that an existing leach field next to the Kanu o ka ʻĀina PCS will need to be relocated. Any existing utilities that are impacted during construction of the path or its associated facilities will be replaced.

There will be no impact on the existing refuse transfer station, or State or HELCO baseyards which are near the path alignment. The use of South Kohala Distribution Road for public trail access will not disrupt or affect these uses.

There will likely be trash receptacles at various locations along the trail route, particularly at the shared roadway access points. If dogs are allowed on the trail, doggie waste bags could be provided for free, as is done at a similar multi-use trail on Kauaʻi.

Project Impacts and Mitigation

Impacts of Other Alternatives

Like the preferred alternative, the mauka alternatives that have been dismissed would not have included include lighting or other utility improvements.

4.6 TRAFFIC AND TRANSPORTATION

4.6.1 Existing Conditions

Major regional roadways through Waimea Town include Kawaihae Road and Mamalahoa Highway. Kawaihae Road is a rural arterial roadway providing east-west access through Waimea Town to the coastal areas of North Kohala. It is a two-lane, undivided roadway with a speed limit of 35 mile per hour in most segments. Toward the center of town, Kawaihae Road becomes Lindsey Road. There is a signalized intersection where Kawaihae Road meets Mamalahoa Highway.

In South Kohala outside of Waimea Town, Mamalahoa Highway generally runs parallel to Queen Kaahumanu Highway. In this area, Mamalahoa Highway is a two-lane undivided roadway with a speed limit of 50 mph. Once Mamalahoa Highway intersects Kawaihae Road/Lindsey Road, its speed limit decreases to 35 mph. Between Lindsey Road to North Hawaiʻi Community Hospital, Mamalahoa Highway is a four-lane divided road with a landscaped median.

Lindsey Road runs north-south, providing access to Parker School, Waimea Park, and residential areas to the north. It intersects with Kawaihae Road at an unsignalized stop-controlled intersection, where Kawaihae Road merges with and turns into Lindsey Road. Lindsey Road intersects Mamalahoa Highway at a signalized intersection near the Parker Ranch Shopping Center. Existing local roads off Kawaihae Road will serve as public access points to the proposed path. These include Opelo Road and Kahawai Street, and South Kohala Distribution Road which also leads to the HELCO and State baseyards and the County refuse transfer station.

Waimea Traffic Circulation Study

The Waimea Traffic Circulation Study was completed in December 2007 by PB Americas, Inc. for the County of Hawai‘i Department of Planning. The purpose of the study was to identify innovative ways of addressing traffic congestion, while maintaining the special character of Waimea Town. The study noted that a major traffic issue is ongoing congestion at the Lindsey Road/Mamalahoa Highway intersection, which has been documented for over 25 years. A key reason is that all traffic passing through the Waimea area must travel through this intersection. To address this problem, there are a number of proposals for bypass roads to direct regional traffic around Waimea.

On the other hand, much of the existing congestion is caused by traffic originating in or destined for Waimea. Therefore, in addition to the regional bypass roads, traffic planners are focusing on providing alternative routes closer to the town core, including a Kawaihae Road-Mamalahoa Highway connector and the Parker Ranch connector road. These internal connectors would provide alternate routes for travel to and from Waimea and intra-Waimea trips, most of which are oriented around the commercial center.

Other transportation concerns listed in the in the Waimea Traffic Circulation study include congestion in the vicinity of Waimea Elementary and Middle Schools, need for more transit service, the need for more bicycle facilities, and the need for more pedestrian facilities.

4.6.2 Project Impacts and Mitigation

The multi-use path directly supports the findings and recommendations of the 2007 Waimea Traffic Circulation Study. That study concluded that improving bicycle and pedestrian facilities in Waimea was an important component in improving overall traffic circulation. In addition to implementing the Bike Plan Hawai‘i recommendation for shared bike routes on Kawaihae Road and Mamalahoa Highway, the study recommends implementation of the Waimea Trails and Greenways project. Another recommendation was the provision of more pedestrian facilities, especially outside the commercial center. On page 52 of the study, pedestrian and bicycle improvements were recommended as “short-range actions” to address the current traffic issues in Waimea Town:

> *It was stated frequently by the community that a solid system that provide bicyclists and pedestrians with mobility within Waimea would be desirable. Figure 33 illustrates a potential bicycle and pedestrian network that would provide this mobility. The plan utilizes existing and proposed roadways as the backbone of a bicycle-pedestrian network and augments this backbone through the use of the Waimea Trails and Greenways project paths. It is recommended that bicycle and pedestrian facilities be part of all future roadway construction projects.*

The "Figure 33" referenced in the document shows the proposed pedestrian and bike network, and includes the *Ke Ala Kahawai O Waimea* preferred path alignment.

A number of local roads have been designated as signed shared roadways, and will provide public access to the path. These include Church Road at the far eastern end of the path, Lindsey Road, Opelo Road, Kahawai Street, and a portion of South Kohala Distribution Road. There will be signage indicating their role as access routes, and on the smaller residential roads, there may be some minor roadway or sidewalk type improvements.

There will be no adverse traffic impacts during construction of the various path segments. The path construction occurs well away from major streets and roadways. However, as the path is built out, construction vehicles and equipment may temporarily require access from some of the local roads branching off Kawaihae Road, such as Opelo Road, Puʻu Opelu Road, or Kahawai Street. Because of the linear nature of the project, construction of the path will move along to other areas, and therefore inconvenience to local traffic will be short-lived. Once the trail is built, parking on these local roads by trail users will not be allowed. Posted signs will reinforce this message.

There will be no negative, long-term impacts to area roads, and the project is compatible with other traffic reduction strategies for Waimea, both short and long-term. The project has the support of County and State highway officials. In a June 2, 2010 EA early consultation letter, the Hawaiʻi Department of Transportation indicated that given the location of the preferred alternative, it did not anticipate any significant, adverse impacts to its transportation facilities.

4.6.3 Impacts of Other Alternatives

Although the HDOT, in its early consultation letter, indicated the preferred alternative would not have adverse impacts on State transportation facilities, it noted that the optional segments and alternative paths "may impact DOT highways facilities, Kawaihae Road and Kohala Mountain Road." The HDOT requested that the DEA assess the impacts of these alternatives to State highway facilities and issues such as, but not limited to, access improvements, interaction of project generated traffic, foot and non-motorized traffic with vehicle traffic and safety controls measure.

The mauka alternatives would intersect with Kawaihae Road at several points, and run parallel to Kawaihae Road in the vicinity of the Kamuela View Estates. The mauka alternatives showed a trail segment running along Kohala Mountain Road in front of Hawaiʻi Preparatory Academy. In order for all these mauka alternatives to connect to major destinations within Waimea Town or to path segments along Waikōloa Stream, the alignments would need to cross busy Kawaihae Road. The safety hazard of these major roadway crossings provides further justification for the dismissal of the mauka segments in favor of the stream trail. Roadway and sidewalk improvements to connect HPA to the preferred stream trail could still be explored.

4.7 PUBLIC SERVICES AND FACILITIES

4.7.1 Police

Waimea is served by the Hawai‘i County Police Department which has a station in the Waimea Civic Center, located on Kamamalu Street to the south of Church Row. Seventeen police officers are assigned to the station.

The project will not have a significant impact on the need for police facilities or services. As more people use the path, there will likely be occasional calls to police for surveillance, enforcement and possible intervention, as is the case for any public area. Despite the concerns of some homeowners along the path route, there is considerable evidence that such paths do not attract or increase crime. A comprehensive study was conducted by the Rails-to-Trails Conservancy in cooperation with the National Park Service (1998). The study examined the extent of criminal activity on 372 trails across the country. The study concluded by stating:

> *Rail-trails are not crime-free. No place on earth can make that claim. However, when compared to the communities in which they exist, compared to highways and parking lots, and compared to many other public and private places, rail-trails have an excellent public safety record. (p. 14).*

Local police will have the primary responsibility for public safety on the path. Several years ago, the Waimea Community Association purchased bicycles for the Police Department to establish police bike patrols to monitor the trail. An active and involved community will also contribute to public safety, reducing the need for police services. As noted previously, a trail that is designed to be highly visible, combined with the consistent presence of legitimate users will deter unwanted or illegal activity. Keeping paths clean and well maintained will increase a sense of community ownership and reduce incidents of litter, graffiti and vandalism. Public information and education, voluntary patrols, and alert neighbors who report suspicious activity will all contribute to the safety and success of the path.

4.7.2 Fire and Emergency Medical Services

Waimea is served by the Hawai‘i County Fire Department’s Waimea Station No. 9, located in Waimea Town. The station is an engine company with one engine, a tanker and a medic unit. Backup support is provided by Engine Company No. 14 in South Kohala, which has one engine, one tanker, a medic unit, helicopter, and fuel truck.

Emergency services are provided by the North Hawai‘i Community Hospital, a 39 bed, full service acute care facility. The hospital is located in downtown Waimea, across from the Keck Observatory Headquarters.

The construction of a multi-use path will not increase demand for fire or emergency services. In an early consultation letter dated September 25, 2009, the Hawai‘i Fire Department outlined the fire protection requirements for the project. This included the provision and maintenance of fire apparatus and access roads in accordance with UFC Section 10.207, and providing adequate water supply for fire protection in accordance with UFC Section 10.301(c). A copy of the letter is included in Chapter 9.

The path will be closed to motorized vehicles, but will be able to accommodate emergency vehicles if necessary. In most instances, it may be more efficient for police or medical personnel to access the trail via the designated signed shared roadways, park their vehicles and walk the short distance to the incident area. This would be similar to the procedures for emergency access at other public recreation areas, such as a public beach or a hiking trail.

Impacts of Other Alternatives

None of the project alternatives would impact police, fire, or emergency services, although the police department would be likely to share traffic safety concerns regarding the points where the mauka alignments would cross Kawaihae Road. The potential traffic safety issues provide further justification for eliminating the mauka alternatives.

4.7.3 Schools

Existing Conditions

Public schools in Waimea include Waimea Elementary and Waimea Middle School (Grades K-8), both located on Mamalahoa Highway near the intersection of Lindsey Road, in the center of town. The Kanu o ka ‘Āina New Century Public Charter School (PCS) is located on Opelo Road near the trail corridor. Kanu o ka ‘Āina PCS is a Hawaiian-focused, bi-lingual public charter school established in 2000. It serves 220 students in grades K-12. The Opelo Road campus accommodates grades Junior K through 5, while grades 6 to 12 are located at a new campus on DHHL land in Pu‘ukapu in Waimea. The school has plans to eventually relocate the Junior K through 5th grade to the Pu‘ukapu campus, but capital improvement funds are still needed, and the timetable for this move is uncertain.

Private schools in Waimea include Hawai‘i Preparatory Academy (HPA), Parker School, and Waimea Country School. Hawai‘i Preparatory Academy serves students from kindergarten through grade 12 on two separate campuses. The Upper School is located mauka of Kawaihae Road at its intersection with Kohala Mountain Road. The Lower and Middle Schools are located in Waimea town. The school has boarding facilities for students in grades six through 12.

Parker School is located near the intersection of Kawaihae Road and Lindsey Road, and includes grades K through 12. Waimea Country School includes grades K through 6 at a campus at St. James’ Circle. There is also a Montessori Pre-School near the trail route near Opelo Road.

Project Impacts and Mitigation

One of the reasons for construction of *Ke Ala Kahawai O Waimea* is to provide Waimea students with options to walk or bike to school. The project's consistency with the federal Safe Routes to School initiative was discussed previously in Chapter 2. The proposed alignment along Waikōloa Stream passes in close proximity to most of the public and private schools in Waimea, with easy and safe access between the trail and the campus. Students from Waimea Elementary and Middle Schools and Parker School would access the trail near Lindsey Road. The trail passes Kanu o ka ʻĀina PCS. The project is compatible with the federal Safe Routes to School initiative. HPA's Upper School campus is less accessible to the trail, as it is located north of Kawaihae Road, requiring pedestrians or bicyclists to use Kohala Mountain Road and Kawaihae Road.

The State of Hawaiʻi Department of Education was contacted during the EA early consultation period, and had no comments (see Chapter 9).

Impacts of Other Alternatives

The mauka alternatives located north of Kawaihae Road were originally intended to link HPA's main campus on Kohala Mountain Road with the surrounding residential areas to the east and west. Although these segments could provide a direct biking or walking route to HPA, it is uncertain how many HPA students live in the surrounding subdivisions and would take advantage of such a path. If a mauka alternative had been seriously considered, further investigation would have been needed to determine whether anticipated use would justify its construction. The mauka alternatives would provide little benefit to students attending other schools in Waimea, and did little to provide alternative transportation options for Waimea students.

4.7.4 Parks and Recreation

Existing Conditions

County parks in the project vicinity include Waimea Public Park and Waimea Civic Center Park near Church Row, and Waimea Park at the corner of Lindsey Road and Kawaihae Road. Other recreation facilities include Thelma Parker Gym is located on Mamalahoa Highway adjacent to Waimea Elementary and Middle School.

The Waimea Outdoor Circle is in the process of developing a 10-acre Waimea Nature Park, also known as Ulu Laʻau, or "garden of trees." The park is on the west side of Lindsey Road, behind the Carter Professional Building.

Project Impacts and Mitigation

The proposed trail along Waikōloa Stream will provide a continuous greenway linking existing and proposed parks and public recreation areas within Waimea. It will increase access to existing parks, and expand public open space available for recreation and passive enjoyment. The trail will eliminate the need to drive to parks, giving people the option to walk or bike. Overall, the project will be an open space and recreational resource that will provide immense community benefit.

The project includes two new public parks along *Ke Ala Kahawai O Waimea*. The property to the east of the County refuse transfer station has been designated for a future County Park, including vehicle parking and possibly a trail head for a separate equestrian trail. A second County park is proposed across the Kamuela View Estates, on the eight-acre former "Clark property." This park would also include trail parking and serve as the western terminus of the path.

Impacts of Other Alternatives

The mauka alternatives would provide a multi-use path, but would not have provided the same level of recreational benefit as the preferred alignment, because there would be no connection with existing and future parks and recreation areas.

5 LAND USE PLANS, POLICIES AND CONTROLS

5.1 FEDERAL

5.1.1 National Environmental Policy Act (NEPA)

The project may utilize federal funds and therefore, this Environmental Assessment addresses provisions of the National Environmental Policy Act (NEPA) of 1969 as amended, and the regulation of the Council on Environmental Quality (CEQ), 40 CFR parts 1500 through 1508.

5.1.2 Section 10, Rivers and Harbors Act and Section 404 and 401, Clean Water Act

Department of the Army Permit

Section 10 of the Rivers and Harbors Act of 1899 requires regulated activities conducted below the "ordinary high water mark" (OHWM) of waters of the United States be approved and permitted by the U.S. Army Corps of Engineers (USACE). Waters of the U.S. encompass all surface waters such as navigable waters, their tributaries and streams, and wetland areas. Section 404 of the Clean Water Act requires a permit from the USACE for excavation and/or discharge of dredged or fill material into these waters.

The preferred trail alignment includes up to nine crossings over Waikōloa Stream and one crossing over Keanuʻiʻomanō Stream. A bridge or other crossing structure will be required for most of these areas, requiring a Department of the Army permit. Typical regulated activities include the placement or removal of structures, dredging, filling, or excavation below the OHWM. Other trail improvements such as placement of rocks or boulders in the stream may also need a permit.

During design of each trail segment, consultation with the Department of the Army Corps of Engineers will be conducted to confirm whether proposed stream crossing(s) or other in-water work is subject to regulation. If applicable, a Department of the Army permit/letter of permission will be obtained.

The first increment of the trail, which is currently under design, includes two stream crossings and two areas where retaining walls are designed to protect the path from stream erosion. It is anticipated that a DA Permit in accordance with Section 404 will be required for these areas. Coordination with the USACE will be conducted and a Section 404 permit obtained.

Section 401 Water Quality Certification

Section 401 of the Clean Water Act requires that a certification be obtained prior to any activity involving placement of discharge or fill into waters of the U.S. If a Section 404 permit is required from the USACE, a Section 401 Water Quality Certification (WQC) is required from

the State of Hawai‘i Department of Health, Clean Water Branch. The certification ensures that the project complies with State and federal water quality standards and other clean water requirements. Construction of bridges across Waikōloa Stream, including the stream crossings proposed in Increment 1, are expected to require a Department of Army Section 404 permit, and therefore a Section 401WQC from the State Department of Health.

5.1.3 Section 106, National Historic Preservation Act

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to take into account the effects of their undertakings on historic properties. The Federal Highway Administration (FHWA), in cooperation with the County of Hawai‘i, has initiated consultation in accordance with Section 106 of the NHPA and the Advisory Council on Historic Preservation (ACHP) regulations for Protection of Historic Properties (36 CFR Part 800). Correspondence documenting the ongoing Section 106 consultation is found in Appendix G. Consulted parties have been informed about the archaeological and historic surveys that have been conducted to date, findings and recommendations. Consulted parties are also being asked for input on other historic or cultural resources that they are aware of, and the names of other organizations or individuals who should be consulted as part of the Section 106 process.

The Area of Potential Effect (APE) for the undertaking includes the entire 4.8 mile trail corridor following Waikōloa Stream, plus the roads identified as signed shared roadways that will provide access to the path. The APE also includes the area (west of the transfer station) that could include a future equestrian trail.

A number of archaeological and historic surveys have been completed within the APE, and were discussed previously in Chapter 4. These include a literature review and field inspection of the entire alignment conducted in 2000, an inventory survey of the approximately one-mile Increment 1 conducted in 2009, and an updated literature review and field inspection in 2010.

The 2002 literature review and field inspection found that most of the project area has been so urbanized that no surface historic properties exist, except for concrete and boulder stream crossing structures. The western-most section of the project area contains agriculture and habitation sites from the pre- and post-contact eras. The study recommended that an inventory survey investigation of the final, staked alignment be conducted.

The 2009 archaeological inventory survey was limited to Increment 1, which is approximately 1.1 miles in length, and located between Kahawai Street and Lindsey Road. The inventory survey identified three historic properties consisting of four features. A collapsed ford and paved road were WWII-era constructions associated with Camp Tarawa. A remnant of a mid-19th century sugar cane irrigation ditch was also identified. Both the collapsed ford and irrigation ditch would not be adversely affected by Increment 1, but were recommended for preservation in the form of avoidance and protection. The County is working with the SHPD to develop a preservation plan. No further work was recommended for the other historic properties.

The 2010 updated literature review and field inspection confirmed the findings of the earlier 2002 study, and reiterated the earlier recommendation for an archaeological inventory survey as the various increments of the trail are implemented and a staked alignment is available. This will ensure that historic properties are accurately located in relation to the alignment. No further work is recommended for Increment 1, where an inventory survey has already been completed.

5.1.4 Section 7, Endangered Species Act

Section 7 of the Endangered Species Act of 1973 (ESA) requires federal agencies to ensure that that any action they authorize, fund, or carry out is not likely to adversely affect a listed species or designated critical habitat. The construction of the proposed trail is not expected to result in adverse impacts to any botanical, avian, or mammalian species currently listed or proposed for listing under either the federal or State of Hawai‘i endangered species statutes.

The natural resources assessment surveys conducted in 2000 and updated in 2010 found no threatened or endangered flora, fauna or aquatic biota within the project area. The watershed within and around the project area has been heavily disturbed by grazing and development for over 150 years. Aquatic habitats and biota in this area remain relatively pristine, albeit intermittent (AECOS, Inc. 2010). Measures are recommended to minimize impacts to the stream channels because native, amphidromous stream animals, particularly the endemic goby, a species of concern, may use the stream channel to access the upper reaches of Waikōloa Stream. Best management practices during construction are recommended to prevent soil erosion, and work in and around the stream channel is recommended during drier months.

The AECOS, Inc. study noted that it is possible that small numbers of the endangered endemic Hawaiian Petrel and the threatened Newell’s Shearwater overfly the project site between April and December. Neither of these birds were detected during the field survey. If night time construction activity, or street or parking lot lighting is proposed, all lights should be shielded to prevent adverse impacts to these nocturnally flying birds.

In 2009, a species list was requested from the U.S. Fish and Wildlife Service (USFWS) for Increment 1 of the project, the segment between Lindsey Road and Kahawai Street. The USFWS provided a species list for Increment 1 in a letter dated August 28, 2009. The USFWS was contacted again in 2010 during the EA pre-assessment consultation, and responded in a letter dated June 18, 2010 (see Chapter 9). In both letters, the USFWS noted that the federally endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*) and the Blackburn’s sphinx moth (*Manduca blackburni*) may occur in the project vicinity. If vegetation clearing is proposed during the Hawaiian hoary bat pupping season (July through September), biological surveys were recommended to determine if bats are present. Neither the Blackburn’s sphinx moth nor its preferred host plants, the non-native tree tobacco (*Nicotiana glauca*), were identified during the AECOS, Inc. field surveys.

Based on the 2000 and 2010 natural resource assessments, the FHWA has determined that the project is "not likely to adversely affect" (NLAA) any listed threatened or endangered species. Moreover, there is no federally designated critical habitat within the project area. The FHWA has notified the USFWS in writing of its determination and is awaiting concurrence. Correspondence is found in Appendix D.

5.1.5 E.O. 12898, Environmental Justice

Under Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, (1994):

> ***"Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."***

NEPA procedures require that each federal agency analyze the environmental effects, including human health, economic and social effects, of federal actions, including effects on minority and low income communities. Agencies are required to identify potential effects and mitigation measures in consultation with affected communities.

Multi-use path will pass between the Kanu o ka ʻĀina PCS (left) and the Waimea Hale apartments (right).

Within the project corridor, there are low-income and minority populations residing in the County's Waimea Hale and State's Noelani I and II housing projects on Opelo Road. A temporary campus of the Kanu o ka ʻĀina Public Charter School (PCS) is located along the path near Opelo Road. The school is a Hawaiian-focused, bi-lingual public charter school and a large proportion of its students are native Hawaiian. In the area near Opelo Road, the proposed path will pass directly between the Waimea Hale building's parking lot and the Kanu o ka ʻĀina campus. The school has plans to relocate to a permanent campus in Waimea within the next two

years. However, there is a possibility that the school will still be there when trail construction occurs. No permanent school buildings will be displaced, but there will be noise and dust during construction.

The path will also pass directly by the DHHL's proposed Lālāmilo subdivision, located west of the County refuse transfer station. This Hawaiian homestead area is on the north side of Waikōloa Stream, and the path will be on the south side. Access across the stream will need to be provided by the DHHL when their project is built.

A public meeting on the project was held on March 24 2010 at the Waimea Middle School to provide information about the project and the upcoming Environmental Assessment. Notice of the meeting was sent to County, State and federal agencies, including the DHHL and the State public housing authority. Mailed notices were sent to community organizations, large landowners, and various print and on-line media, and notice of the meeting was published in the West Hawai'i Today newspaper. WTG Committee members personally passed out flyers to residents, who were told to inform their friends and neighbors. The meeting was attended by over 50 individuals from the community.

During the EA early consultation period, government agencies and interested stakeholders were again notified. The project has received wide publicity over the years, and the proposed path along the stream has wide acceptance and support. The DHHL, in an early consultation letter, indicated that it was excited that this trail system and greenways project was becoming a reality, as it would provide recreational opportunities and commuting alternatives for future DHHL lessees. They did indicate some concern with the potential for crime and loitering near their residential lots, and requested that the trail be properly managed and maintained.

Overall, the trail will not have significant or disproportionate health or environmental effects on these minority and/or low income populations. The availability of an alternative transportation route and recreational amenity is a benefit to all these groups. Given that native Hawaiians are at a disproportionately high risk for health-related problems including obesity, diabetes and coronary heart disease, an accessible path that encourages walking, bicycling, and a healthy lifestyle is a positive benefit.

The construction period noise and dust will affect the nearby public housing residents and possibly the Kanu o ka 'Āina PCS, if the school has not yet relocated. The noise and dust will be an inconvenience, but will not pose a health hazard and will be temporary and short term. No construction will occur at night or on weekends when most residents are at home. The DHHL Lālāmilo subdivision is not yet built, and it is not known when the areas closest to the proposed trail will be constructed. Further coordination with DHHL should be conducted as this section of the trail is planned in order to minimize potential disruption to any nearby residents.

5.2 STATE OF HAWAI‘I

5.2.1 Hawai‘i State Plan

The 1996 Hawai‘i State Plan (Chapter 226, HRS) is the umbrella document in the statewide planning system. It serves as a written guide for the future long-range development of the state by describing a desired future for the residents of Hawai‘i and providing a set of goals, objectives, and policies that are intended to shape the general direction of public and private development.

Transportation objectives established in the Hawai‘i State Plan include the following. They are consistent with and would be implemented through the proposed action:

Objective:

Section 226-17(a)(1) An integrated multi-modal transportation system that services statewide needs and promote the efficient, economic, safe, and convenient movement of people and goods

Policies:

Section 226-17(b)(1) Design, program, and develop a multi-modal system in conformance with desired growth and physical development

Section 226-17(b)(11) Encourage safe and convenient use of low-cost, energy-efficient, nonpolluting means of transportation

The proposed project is also in conformance with the State Plan objectives and policies for socio-cultural advancement--leisure.

Objective:

Section 226-23(a) Planning for the State’s socio-cultural advancement with regard to leisure shall be directed towards the achievement of the objective of the adequate provision of resources to accommodate diverse cultural, artistic and recreational needs for present and future generations.

Policies:

Section 226-23(b)(2) Provide a wide range of activities and facilities to fulfill the cultural, artistic and recreational needs of all diverse and special groups effectively and efficiently

Section 226-23(b)(3) Enhance the enjoyment of recreational experiences through safety and security measures, educational opportunities, and improved facility design and maintenance

Section 226-23(b)(4) Promote the recreational and educational potential of natural resources having scenic, open space, cultural, historical, geological, or biological values while ensuring that their inherent values are preserved

Section 226-23(b)(5) Ensure opportunities for everyone to use and enjoy Hawai‘i’s recreational resources

Section 226-23(b)(7) Provide adequate and accessible physical fitness programs to promote the physical and mental well-being of Hawai‘i’s people

Section 226-23(b)(10) Assure adequate access to significant natural and cultural resources in public ownership

5.2.2 State Land Use Classification

The State Land Use Commission, pursuant to Chapter 205 and 205A, HRS and Chapter 15-15, Hawai‘i Administrative Rules, is empowered to classify all lands in the State into one of four land use districts: urban, rural, agricultural and conservation. As shown in Figure 10, the majority of the trail is within the State Agricultural District. Limited sections on the eastern end within the core of Waimea town, are in the Urban District.

The proposed trail is a type of open area recreational use that is generally permitted within the Agricultural District, as delineated in Chapter 205, HRS.

5.2.3 Bike Plan Hawai‘i

Bike Plan Hawai‘i is the statewide bicycle master plan prepared periodically by the State Department of Transportation. The latest update was completed in September 2003. The proposed project is identified in Bike Plan Hawai‘i as a “Priority Level I” project, recommended for completion within ten years. The project is described in Bike Plan Hawai‘i (p. 5-20) as follows:

> *One of the proposals with broad appeal because of its separation from busy highways and consideration of children’s needs is Waimea Greenways and Trails. This decade-long initiative is now in the design stage with funding though the TEA-21 Transportation Enhancement program. The long-term plan is for a network of paths that provide routes for non-motorized circulation within and adjacent to the town. The initial phase of the project is focusing on an alignment close to Waikōloa Stream that will provide “back door” access to schools and businesses along Kawaihae Rod and Mamalahoa Highway. Another segment is associated with development of the Ulu Laau Nature Park.*

5.2.4 State Comprehensive Outdoor Recreation Plan

The Department of Land and Natural Resources updates the State Comprehensive Outdoor Recreation Plan (SCORP) as part of a requirement to qualify for federal grants of outdoor recreation project. The most recent update was completed in April 2009. SCORP provides technical guidance to various government agencies and private entities that plan, develop, and manage outdoor recreation resources in the state. The planning process involves focus group meetings with representatives of various outdoor recreation users groups and a series of public information meetings, and resident surveys.

The project is consistent with the latest SCORP (April 2009), which included the following statements supporting the need for bicycling and pedestrian paths (pp. 111-112):

> *Bicycling, both on-road and off-road, has increased in popularity as a means of alternative transportation, and for fitness and recreation. Increased interest in bicycling and continued interest in jogging has raised awareness about the lack or shortage of bike- and pedestrian-ways in many communities…SCORP participants expressed a need for the establishment of more safe and continuous pathways for biking, walking, and jogging that connect communities. Paths set apart from roadways provide safe places for children to walk, run, skate, ride their bikes, and play. Paths also significantly reduce pedestrian and bicycle conflicts with motor vehicles.*

The proposed project directly addresses the need for safe, off-road paths for bicycling and walking which connect communities, as envisioned by the SCORP.

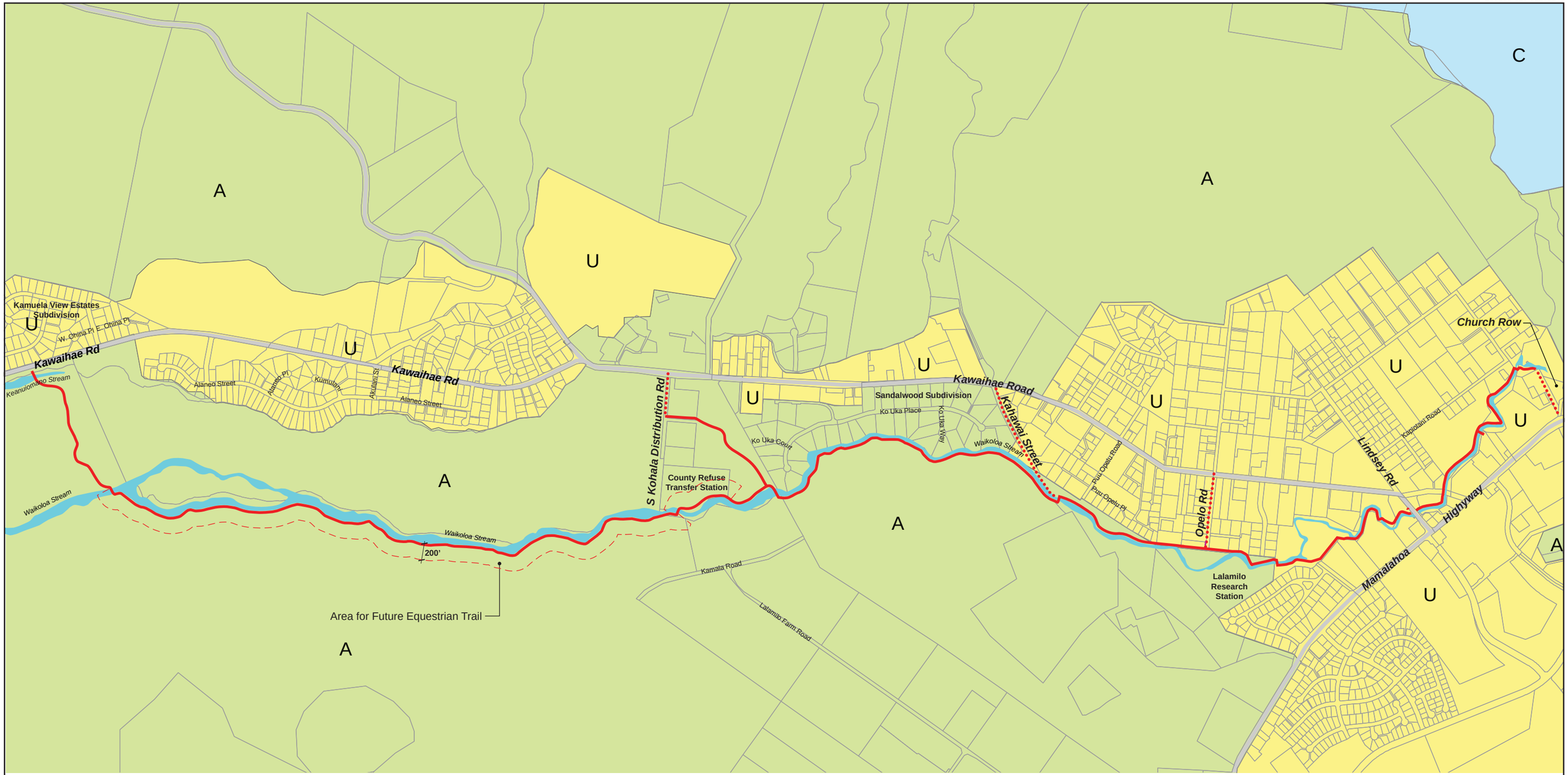
5.3 COUNTY OF HAWAI‘I

5.3.1 County General Plan

The Hawai‘i County General Plan, February 2005, is a long range comprehensive policy document whose purpose is to guide the future development of the County. The General Plan is organized into elements ranging from Economics to Natural Resources to Land Uses. Recreation is one element of the General Plan, addressed in Chapter 12. A profile and recommended courses of action are discussed for the various districts on the island.

Two specific recommendations for recreation in South Kohala (Section 12.5.6.2) directly support the proposed project:

> Course of Action (j): *Develop trail systems linking residential areas to Waimea’s urban center.*
>
> Course of Action (l): *Encourage development of Waimea Trails & Greenways and Waimea Nature Park (Ulu Laau).*



LEGEND

A	Agriculture District
U	Urban District
C	Conservation District

LEGEND

- Shared Use Path
- Signed Shared Roadway

NORTH

0 300 600 1200
SCALE IN FEET

Figure 10
STATE LAND USE
Ke Ala Kahawai o Waimea,
Waimea Trails and Greenways
Draft Environmental Assessment

Land Use Pattern Allocation Guide (LUPAG)

The General Plan's Land Use Pattern Allocation Guide (LUPAG) controls long-term land use patterns in the County. As shown in Figure 11, the areas along the proposed trail route are designated Low Density Urban (ldu), Medium Density Urban (mdu), Urban Expansion (ue), and Important Agricultural Lands (ial).

5.3.2 South Kohala Community Development Plan

The South Kohala Community Development Plan (SKCDP) (2008) is intended to be the forum for translating South Kohala's community input into **Policies** and **Action Plans** that shape the future land use of the district and translate broad General Plan statements into specific actions.

The County Planning Department, in an early consultation letter dated June 14, 2020 (see Chapter 9), stated that, "*The South Kohala Community Development Plan (SKCDP) strongly advocates for the development of the Ke Ala Kahawai O Waimea as well as supporting the shared path concept that includes considering equestrian use along the path where appropriate*".

The following discussion highlights the sections of the SKCDP, including the Waimea Town Plan, that are directly in support of the current project.

District-Wide Policies

Traffic and transportation have been identified as a major district-wide priority issue for South Kohala. The project is consistent with the following district-wide General Policy and sub-policies (p. 49):

General Policy 2: Provide for the Transportation and Circulation Needs of the South Kohala Community and for Commuters to/from South Kohala.

> **2.2 Establish bicycle, pedestrian, and equestrian travel ways to link up the communities within the District…while also establishing alternative travel ways within the individual communities.** Also, establish public trails to various cultural locations and other sites of interest, where a significant level of visitation is appropriate and does not pose a threat to the resource, as identified by the community.

Waimea Town Plan

The Waimea Town Plan is one of four specific area plans included in the SKCDP, and is presented in Chapter 4 of the document. The Waimea Town Plan includes many strategies and an

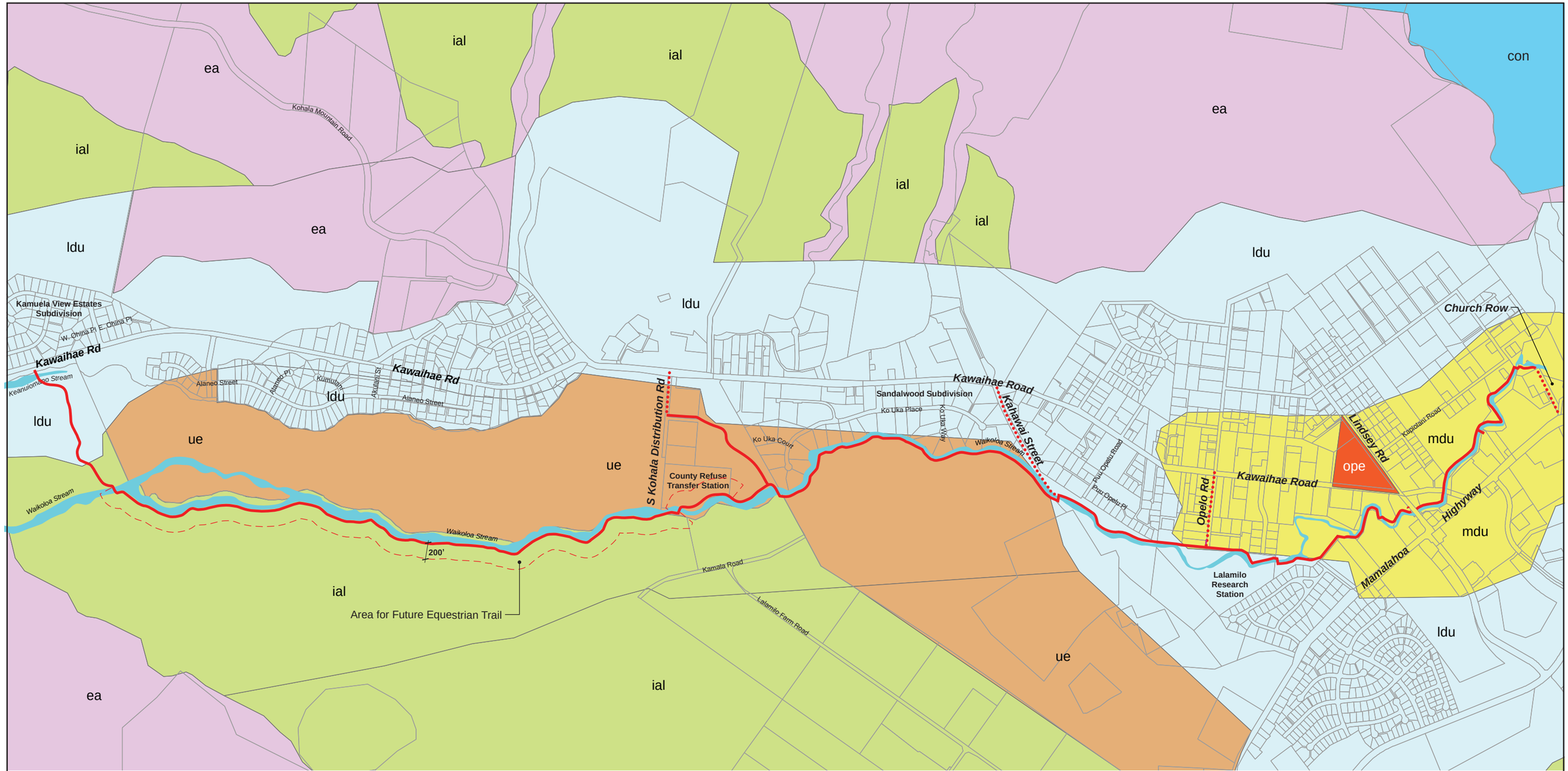
action program directly in support of the Waimea Trails and Greenways project, and specifically, the preferred alignment following Waikōloa Stream (Figure 12).

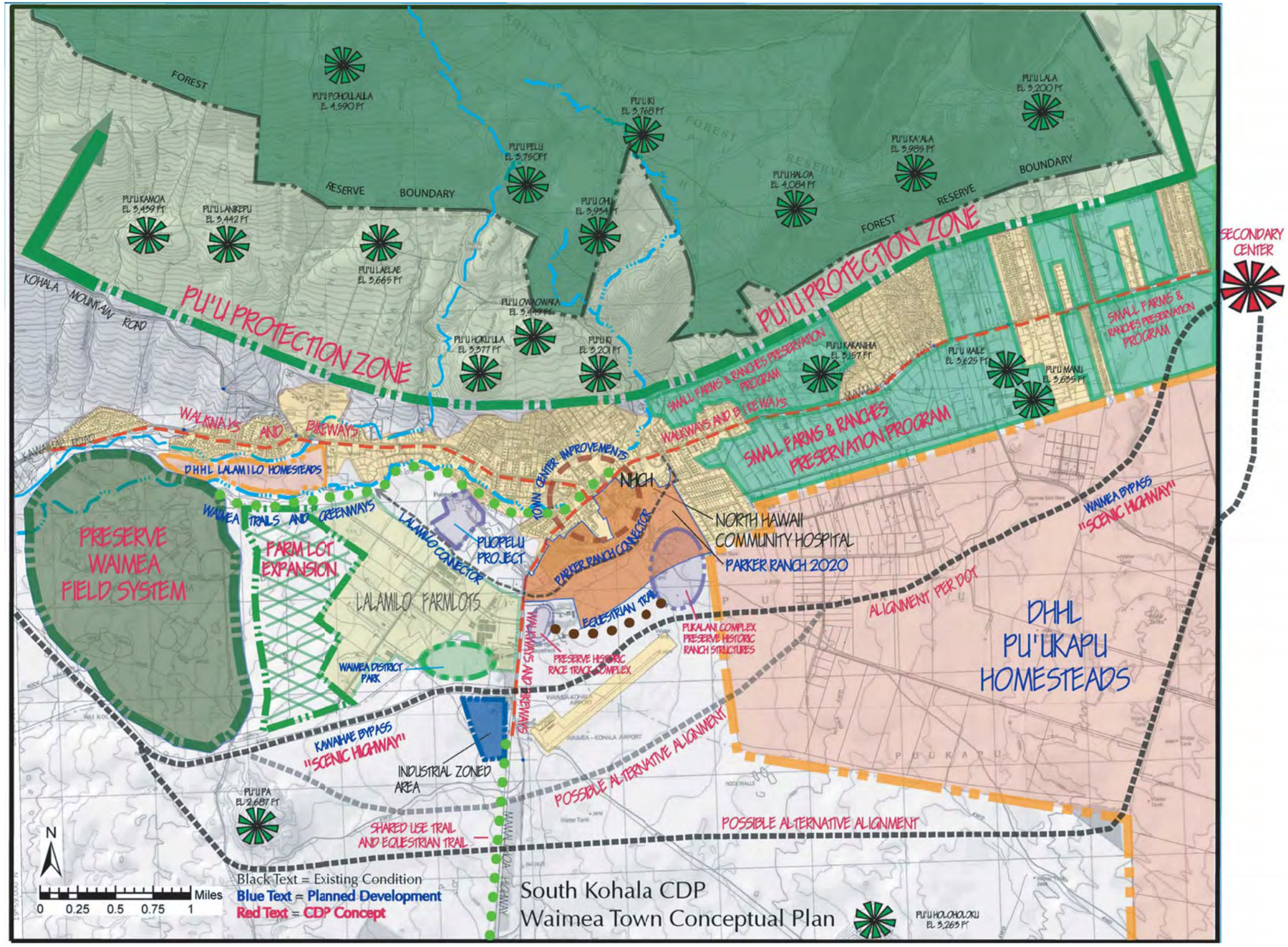
The "Waimea Trails and Greenways" is listed on Table 4.1, Current and Future Development (p. 58) and described as follows in the Waimea Town Plan (p. 62):

> *Waimea Tails and Greenways creates a corridor through Waimea town along Waikōloa Stream consisting of trails and greenways. The project is intended to encourage alternative forms of circulation other than by car for trips within Waimea Town by providing accessible pathways to connect residential areas with schools and commercial areas. The trail will extend along Waikōloa Stream from the South Kohala View Estates on the west and travel northeast, through the Waimea Nature Park to the State land north of Church Row. The project will also consist of a 17-acre trail head, picnic area, and parking area located on the State land near the Waimea Solid Waste Transfer Station. The first phase of the project, in the vicinity of the Waimea Nature Park, has been completed and is open to the public. The project will be federally funded.*

The Waimea Town Plan includes five overall policies and strategies for land use in Waimea Town, addressing preserving Waimea's sense of place, responsible growth, environmental stewardship, affordable housing, and circulation and transportation improvements. **Policy 5, Timely Implementation of Needed Transportation and Circulation Improvements**, includes several strategies that directly support the proposed project, as well as the importance of equestrian trails. The strategy and applicable excerpts from the Waimea Town Plan are listed below:

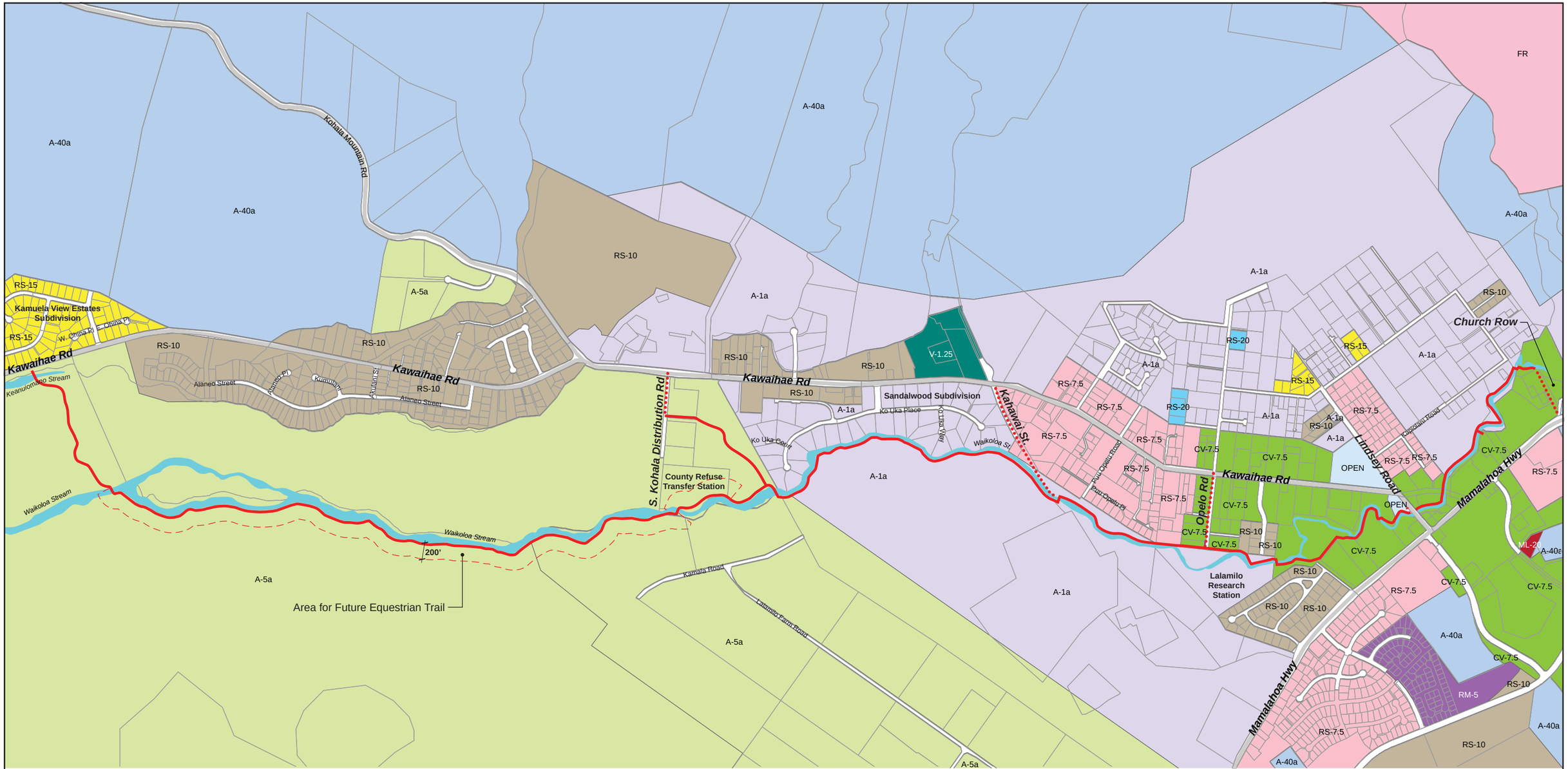
> **Strategy 5.1, Plan, design and construct walkways and bikeways within the existing rights of way of the main Waimea roads: Kawaihae Road and Mamalahoa Highway**
> *…There is a need for both "higher speed" bike lanes for the "expert" recreational or commuter bicyclists, as well as walkway/bikeway shared paths that are separated from the roadway, and that are safe for children and elders. The Waimea Town Plan section of the South Kohala CDP provides a detailed* ***Action Program*** *for the planning, design, and construction of these walkways and bikeways*…(p. 73).
>
> **Strategy 5.2, Support the implementation of the Waimea Trails and Greenways project**
> *Plans for the Waimea Trails and Greenways project have been developed over a period of some 13 years. The first phase of the project, about ½* [sic] *miles in length, from Lindsay Road to the beginning of the Sandalwood subdivision, has recently been completed. This multi-purpose path is planned to eventually extend to the vicinity of "Church Row." This stream-side trail will be an important complement to the planned walkway/bikeway system that the CDP proposes along the main roadways. It is recommended that the Waimea Trails and Greenways project also be considered for equestrian use. The County should continue to support this important community project through funding and technical assistance* (p. 73).


ial
ial
ial
ial
ial
ial
ea
ea
ea
ea
con
ldu
ldu
ldu



Source: South Kohala Community Development Plan, Final, November 2008.

Figure 12
SOUTH KOHALA CDP, WAIMEA TOWN CONCEPTUAL PLAN
Ke Ala Kahawai o Waimea,
Waimea Trails and Greenways
Draft Environmental Assessment



LEGEND

CV-7.5	Village Commercial (minimum 7,500 sq. ft.)
A-1a	Agricultural (min. building site 1 ac.)
A-5a	Agricultural (min. building site 5 ac.)
RS-10	Single-Family Residential District (min. building site 10,000 sq. ft.)

LEGEND

- Shared Use Path
- Signed Shared Roadway

NORTH

0 300 600 1200
SCALE IN FEET

Figure 13
ZONING
Ke Ala Kahawai o Waimea,
Waimea Trails and Greenways
Draft Environmental Assessment

Strategy 5.3, Plan, design and construct a system of equestrian trails for Waimea
There has been considerable discussion in recent years about the need and desirability of equestrian trails in the Waimea area…Community leaders need to work with Parker Ranch and other landowners to develop a system of equestrian trails that will be compatible with existing and future residential, commercial and institutional land uses…The establishment of safe equestrian trails in and around Waimea Town is an important program that can connect Waimea present and future to its special paniolo past (p. 73).

5.3.3 Waimea Traffic Circulation Study

The Waimea Traffic Circulation Study (2007) found that much of the current traffic congestion is caused by trips either within Waimea or originating or terminating within Waimea. To address this traffic, the study recommended improving internal connector roads, enhancing intra-Waimea transit, and improving pedestrian and bicycle paths within Waimea. In addition to roadway improvements, the study notes that *a "solid system that provides bicyclists and pedestrians with mobility within Waimea would be desirable"* (p. 53).

A potential bicycle and pedestrian network was illustrated in the Waimea Traffic Circulation Plan, and included *Ke Ala Kahawai o Waimea*. The report notes that the circulation plan *"…utilizes existing and proposed roadways as the backbone of a bicycle-pedestrian network and augments this backbone through the use of the Waimea Trails and Greenways project paths."*

The proposed *Ke Ala Kahawai O Waimea* is identified as an important component of an overall strategy to alleviate traffic congestion and at the same time preserve Waimea's unique and historical character as it grows and transitions into a larger community.

5.3.4 County Zoning

The Hawai'i County Code, Chapter 25, Zoning Code, is its zoning ordinance, which regulates land use in a manner that will encourage orderly development in accordance with adopted land use policies.

The majority of the 4.8–mile meandering corridor passes through land that is zoned Agriculture (A-5a and A-1a). On its eastern end, closer to the center of town, the trail passes through areas zoned Commercial (CV-7.5). Very short segments of the trail pass through areas zoned Residential (RS-10) and Open. The trail is considered a public use and structure, and therefore is an allowable use in the respective zoning districts. Figure 13 shows the zoning designations along the trail corridor. No zoning change is required for implementation of the path.

5.4 OTHER CONSIDERATIONS

5.4.1 Unavoidable Adverse Effects

During construction of the various trail segments, there will be noise and dust impacts to adjacent land users. These temporary impacts are unavoidable. However, all these impacts can be mitigated to an extent that they would not be significant. Best management practices will mitigate dust and control constructed related runoff. Noisy activities will be limited to specific times, and comply with all State, County and federal regulations.

5.4.2 Energy Requirements and Conservation Potential of Various Alternatives and Mitigation Measures

Energy consumption will be required for construction activities, including grading and site work, construction of the path and bridges to cross the stream. However, a multi-use path that provides a viable, non-vehicular transportation alternative has enormous conservation potential. In the long term, the path will reduce the number of short-distance vehicle trips that are required within Waimea, possibly reducing traffic congestion and the total use of fossil fuels.

The creation of a dedicated greenway also conserves open space for public enjoyment for future generations.

5.4.3 Relationship of Short-Term uses and Long-Term Productivity

The short-term improvements, i.e., construction of the stream trail, will convert natural, undeveloped land to a transportation and recreation use. In the long term, the path will be a positive beneficial and productive use of the land because of its extensive socio-economic benefits. The project will not degrade the environment, and in fact will have positive environmental effects by protecting and preserving riparian areas, and promoting appreciation for the natural environment. By providing a non-vehicular transportation alternative, the trail has the potential to reduce the use of fossil fuels associated with short-distance car trips. Long-term productivity and public health will also be enhanced because the trail will encourage walking, bicycling and an active, outdoor lifestyle.

5.4.4 Irretrievable and Irreversible Resource Commitments

Resources that are committed irreversibly or irretrievably are those that cannot be recovered if the project is implemented. The proposed project will involve two types of resources: 1) general industrial resources including capital, labor, fuels and construction equipment; and 2) project-specific resources such as natural resources and land at the affected site. General industrial resources will be spent during project construction and for long-term operation and maintenance of the trail. Currently undeveloped land which is unused or used as pasture or open space, will be committed for the multi-use trail.

6 ANTICIPATED DETERMINATION

Based on the information presented and examined in this document, the proposed project is not expected to result in significant, social, economic, cultural or environmental impacts. Consequently, the County of Hawai‘i Department of Parks and Recreation anticipates making a finding of no significant impact (FONSI) pursuant to the provisions of Subchapter 6 of the Chapter 200, Title 11, Hawai‘i Administrative Rules of the Department of Health.

7 FINDINGS AND REASONS SUPPORTING THE ANTICIPATED DETERMINATION

The potential effects of the proposed project were evaluated based on the significance criteria in the Hawai‘i Administrative Rules, Section 11-200-12. Based on this evaluation, this EA has found that the potential for impacts associated with the proposed action will not be significant. Potential environmental impacts will be temporary and are not expected to adversely impact the long-term environmental quality of the area.

The following is a summary the State of Hawai‘i significance criteria for evaluating potential environmental effects of the proposed action.

SIGNIFICANCE CRITERIA

1. Involves an irrevocable commitment to loss or destruction of any natural or cultural resources;

The proposed project will not adversely impact natural or cultural resources. No threatened or endangered species or their habitats were identified within the project area. It is possible that endangered endemic seabirds overfly the area between April and December. No path lighting is proposed, although it is possible that future parking areas will include lighting. If future lighting is proposed, lights will be shielded to avoid adverse impact to nocturnally flying birds.

The 4.8-mile path will have up to ten stream crossings over Waikōloa Stream, and one crossing over Keanu‘i‘omanō Stream. Bridges or culverts will be constructed at the crossings. Construction within these stream channels will be minimized in order to minimize potential impacts to the native, endemic goby or *‘o‘opu ‘alamo‘o*, which may migrate to the stream’s upper reaches. Culverts will either have unlined bottom surfaces or a surface that is completely flush with the natural streambed to avoid blocking upstream migrations. During construction, efforts will be made to minimize impact on water quality through use of best management practices.

The project area has been the subject of several archaeological studies, including an inventory survey for the first trail increment, currently being planned. The County is developing a preservation plan for a WWII-era remnant property in conjunction with the SHPD, as recommended by the survey and approved by the SHPD. Inventory surveys for subsequent increments of the path will be completed as they are planned and a staked alignment is available.

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

The project will not curtail the range of beneficial uses of the environment. For many, the multi-use path will increase access to outdoor spaces, provide more travel options, and create new opportunities for recreation and fitness activities.

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

The proposed project is consistent with the environmental policies established in Chapter 344, HRS, which seeks to "*encourage productive and enjoyable harmony between people and their environment, promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of humanity, and enrich the understanding of the ecological system and natural resources important to the people of Hawai'i.*" (HRS §344-1)

The proposed path is consistent with the Chapter 344 policy of conserving natural resources by… *"Establishing communities which provide a sense of identify, wise use of land, efficient transportation, and aesthetic and social satisfaction in harmony with the natural environment which is uniquely Hawaiian…"*

The master plan recommendations are consistent with and promote the following Chapter 344 guidelines:

Parks, Recreation and Open Space

(A) Establish, preserve and maintain scenic, historic, cultural, park and recreation areas, including the shorelines, for public recreational, educational, and scientific uses.

(C) Promote open space in view of its natural beauty not only as a natural resource but as an ennobling, living environment for its people.

Transportation

(A) Encourage transportation systems in harmony with the lifestyle of the people and environment of the State.

(B) Adopt guidelines to alleviate environmental degradation caused by motor vehicles.

Community Life and Housing

(A) Foster lifestyles compatible with the environment; preserve the variety of lifestyles traditional to Hawai'i through the design and maintenance of neighborhoods which reflect the culture and mores of the community.

(B) Develop communities which provide a sense of identify and social satisfaction in harmony with the environment and provide internal opportunities for shopping, employment, education and recreation.

(C) Encourage the reduction of environmental pollution which may degrade a community.

(D) Recognize community appearances as major economic and aesthetic assets of the counties and the State; encourage green belts, plantings and landscape plans and designs in urban areas; and preserve and promote mountain-to-ocean vistas.

Citizen participation.

(C) Provide for expanding citizen participation in the decision making process so it continually embraces more citizens and more issues.

4. Substantially affects the economic or social welfare of the community or state;

The proposed project will provide a needed transportation and recreation facility and is expected to have a very positive effect on the economic and social welfare of the Waimea community. Short-term negative impacts to immediately adjacent areas are associated with construction noise and dust. These impacts will be temporary. After the project is completed, some residents or businesses near the path may experience inconveniences because of new activities or street patterns in their neighborhoods. Other residents and businesses may find that the path has created new opportunities for outdoor enjoyment or business growth.

5. Substantially affects public health;

The proposed path is anticipated to have a beneficial effect on public health. Numerous studies have focused attention on the growing problem of obesity and a sedentary lifestyle on public health. Many studies have also shown the importance of spending time outdoors in the natural environment on mental health, for both children and adults. The path will provide a free and easily accessible resource where all residents can walk, bike and enjoy the natural environment, contributing greatly to physical, emotional and spiritual well being.

Construction-related impact to air quality and noise will be temporary, and far outweighed by the project's long-term health benefits.

6. Involves secondary impacts such as population changes or effects on public facilities;

The proposed multi-use path will be an amenity for the community that will enhance the quality of life and make the living environment more attractive. There may be some opportunities for businesses, particularly on the eastern end of the corridor, to tap into the path's market potential, as has occurred in other places. However, the project itself will not induce population changes or business growth.

The path will connect various public facilities such as parks, schools, library, commercial areas and employment centers. By providing residents with more convenient access to these facilities and enabling people to safely reach these destinations by alternative means, there may be increased use of these facilities. The relationship between the path and public facilities is viewed as having positive synergy.

7. Involves a substantial degradation of environmental quality;

The path will not substantially degrade environmental quality. By design and function, the path is intended to provide access while minimizing harm to the surrounding environment. The bike/pedestrian corridor will define a travel corridor that helps to contain and manage human impacts in the surrounding area. Construction-period impacts related to noise and air quality will be temporary and short-term, and will be minimized or mitigated to avoid environmental degradation.

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

The proposed project does not have a cumulative effect on the environment or involve a commitment for larger action. However, the project is directly supported in the South Kohala CDP and the Waimea Traffic Circulation Study, and as such, is part of a larger strategy for reducing traffic congestion and improving the quality of life in the region. These strategies have been developed and endorsed by the County government and the citizens of the South Kohala region.

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

No rare, threatened or endangered species or their habitats were identified in the project corridor. The construction and use of the path will not affect any rare, threatened or endangered species.

No lights are proposed along the path, but there may be lighting at two County parks proposed along the route. Trail parking will be located at these parks. If there is lighting at these parks/parking areas, it will comply with County lighting regulations intended to minimize adverse impact to seabirds and nocturnal migrant species, including the Newell's shearwater.

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

The project will result in short-term construction period increases in fugitive dust and noise. Dust and noise impacts are unavoidable, and will be mitigated by compliance with applicable State and County regulations. Once the path is completed, there will be some increase in noise compared to existing conditions, due to the increased number of people in the area. However, noise levels will not be significant, as the path is separated from most existing and proposed residential areas by the stream. No motorized vehicles will be allowed, with the exception of occasional maintenance vehicles. Moreover, bicyclists and pedestrians on the path will typically be "moving along" the trail rather than congregating at any one area.

There will be construction within the stream areas where bridges or culverts will be built. Best management practices will be employed during in-stream construction to minimize water quality impacts.

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

The project will not adversely any environmentally sensitive areas. Some areas near the stream are designated flood plains. The main path will remain outside the designated flood way area. Whenever stream crossings are proposed, the structures will be designed to avoid a net rise in flood elevation. The requirements of Hawai‘i County Code Chapter27, Flood Plain Management will be followed, to ensure that there is no rise in base flood elevation and adverse impact to the flood plain due to these improvements.

12. Substantially affects scenic vistas and viewplanes identified in county or state plans or studies; or

The project will not impact scenic vistas or viewplanes identified in county or state plans or studies. Rather, it will create new scenic corridors for people traveling on foot on by bicycles. The path will be low scale and the project does not include construction of large structures. Some nearby residents may perceive the path to be an intrusion into natural areas from their vantage points. These are unavoidable trade-offs.

13. Requires substantial energy consumption.

Although lighting is not proposed along the path, some areas, such as the future parks or parking areas, may be lighted for certain periods of time. Energy consumption will be minimal.

Fuel will be consumed by construction vehicles and equipment, but this is not expected to be extraordinary. To the extent that trips taken on the path replace travel by motor vehicles, the project will help to reduce the consumption of non-renewable, fossil fuel.

CONCLUSION

In accordance with the provisions set forth in Chapter 343 HRS and the significance criteria in Section 11-200-12 of Title 11, Chapter 200, Hawai‘i Administrative Rules, this assessment has determined that the project will not have significant adverse impacts. Anticipated impacts related to construction activities will be mitigated through use of best management practices (BMP) during construction. Adequate mitigation has been identified for other potential impacts. The County of Hawai‘i anticipates filing a Finding of No Significant Impact (FONSI) with the State Office of Environmental Quality Control.

8 BIBLIOGRAPHY

American Association of State Highway and Transportation Officials (AASHTO), *Guide for the Development of Bicycle Facilities*. 1999.

AECOS, Inc., (Eric B. Guinther, Reginald David, and Derral Herbst), *Natural Resources Assessment Update report for the Waimea Trails and Greenways Project, Kamuela, Island of Hawai‘i.* June 22, 2001, revised November 2, 2010.

County of Hawai‘i. *South Kohala Community Development Plan*, Community Profile, November 2006.

County of Hawai‘i. *Mapping Kona’s Future, Kona Community Development Plan, Volume 1,* September 2008

County of Hawai‘i. *General Plan*, February 2005.

County of Hawai‘i and PB Americas, Inc. *Waimea Traffic Circulation Study*/ December 2007.

Cultural Surveys Hawai‘i, Inc. (Michelle F. Pammer, B.A., and Hallet H. Hammatt, Ph.D.), *Draft Literature Review and Field Inspection for the Waimea Trails and Greenways project, Lālāmilo, ‘Ouli, Mamoualoa, Lanikepu, Keoniki, Waiaka, Kauniho, Waikōloa, Waiauia, Haleaha Ahupua‘a, South Kohala District, Hawai‘i Island, Various TMKs.* October 2010.

_____. (Trevor M. Yucha, B.S., David W. Shideler, M.A., and Hallet H. Hammatt, Ph.D.), *Final Archaeological Inventory Survey for the Waimea Trails and Greenway Project, Lalamilo Ahupua‘a, South Kohala District, Hawaii Island.* Prepared for Gerald Park Urban Planner. August 2009

_____. (Kehaulani F. Souza, B.A., Scott T. Kikiloi, B.A., and Hallet H. Hammatt, Ph.D.), *Cultural Impact Assessment for the Proposed Waimea Trails and Greenways Project, Waimea, South Kohala District, Island of Hawai‘i.* December 2003.

_____. (Scott T. Kikiloi, B.A., Douglas F. Borthwick, B.A., and Hallet H. Hammatt, Ph.D.), *An Archaeological Assessment of Proposed Waimea Trails and Greenways within the Lālāmilo and Waikōloa Ahupua‘a, South Kohala District,Island of Hawai‘i.* Prepared for Gerald Park Urban Planner. 2002.

Neal, B.D. & Associates, *Air Quality Study for the Proposed Department of Hawaiian Home Lands Lālāmilo Project*, July 2002.

State of Hawai‘i. Department of Hawaiian Home Lands. *Lālāmilo Project Final Environmental Impact Statement*, November 2002.

State of Hawai‘i. Department of Land and Natural Resources. *State Comprehensive Outdoor Recreation Plan (SCORP)*, 2008.

State of Hawai‘i. Department of Health (HDOH). 2008. *2006 State of Hawai‘i Water Quality Monitoring and Assessment Report: Integrated Report To The U.S. Environmental Protection Agency and The U.S. Congress Pursuant to Sections 303(D) and 305(B), Clean Water Act (P.L. 97-117)*. 279 pp, incl. appendices

State of Hawai‘i. Department of Transportation. *Bike Plan Hawai‘i, a State of Hawai‘i Master Plan.* September 2003.

United States. Department of the Interior, U.S. Fish and Wildlife Service. 2005. *Recovery Plan for Blackburn's Sphinx Moth (Manduca blackburni).* Trdion 1, U.S. Fish and Wildlife Service, Portland, OR. 125 pp.

Other Articles and Internet Resources:

Burnett, John, *"Isle drought: No end in sight"*, West Hawai‘i Today, Sunday, June 6, 2010

Lucas-Zenk, Carolyn, *"Dry in Hawai‘i, Farmers hit by 'most intense' recorded drought,"* West Hawai‘i Today, Friday, September 3, 2010

"Healthiest Cities' People walk, bike," Honolulu Star Advertiser, September 23, 2010

Beneficial Designs, Inc., and the Federal Highway Administration, U.S. Department of Transportation. *Designing Sidewalks and Trails for Access, Review of Existing Guidelines and Practices.* July 1999. http://www.fhwa.dot.gov/environment/sidewalks/index.htm

Hancock Resources LLC et. al. in cooperation with the Recreational Trails Program, Federal Highway Administration, U.S. Department of Transportation. *Equestrian Design Guidebook for Trails, Trailheads and Campgrounds*, http://www.fhwa.dot.gov/environment/fspubs/07232816/toc.htm

Hancock, Jan ; Vander Hoek, Kim K. Jones; Bradshaw, Sunni ; Coffman, James D.; Engelmann, Jeffrey . *Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds*. 0723 2816. Missoula, MT: U.S. Department of Agriculture, Forest Service, Missoula Technology and Development Center. 2007.

Hesselbarth, Woody et. al, *Trail Construction and Maintenance Notebook*, U.S. Department of Agriculture, Forest Service, Technology and Development Program. 2004 and 2007.

Rails-to-Trails Conservancy in cooperation with the National Park Service, Rivers, Trails and Conservation Assistance Program. *Rail-Trails and Safe Communities*. January 1998.

Mauna Kea Soil and Water Conservation District.
http://www.maunakeaswcd.org/Projects.html

Searns, Robert, "Operations, Maintenance, and Stewardship 101." Fall 2005 issue of Trail Tracks, the magazine of American Trails.
http://www.americantrails.org/resources/ManageMaintain/searnsmaint101.html

9 PERSONS AND AGENCIES INVOLVED IN THE PREPARATION OF THE ENVIRONMENTAL ASSESSMENT

9.1 LIST OF PREPARERS

This Draft Environmental Assessment was prepared for the County of Hawai‘i Department of Parks and Recreation. The following individuals were involved in the preparation of the EA.

Name	Contribution/Specialization
County of Hawai‘i, Mayor’s Office	
Bobby Command	Executive Assistant, Office of the Mayor
County of Hawai‘i, Department of Parks and Recreation	
Robert Fitzgerald	Director, Dept. of Parks & Recreation
James Komata, Park Planner	Project Manager
Imata and Associates, Inc.	Prime Consultant
David Imata	Principal in Charge
Jonathan Oba	
Kimura International, Inc.	Environmental Assessment
Glenn T. Kimura	Principal in Charge
Leslie Kurisaki	EA Primary Author
Amy Yamakawa	Graphic Design
Bonnie Grubb	Planner
Cultural Surveys Hawai‘i	Archaeology, Cultural Impact Assessment
Hal Hammatt, Ph.D	
Michelle F. Pammer	
Doug Borthwick	
AECOS, Inc.	Botanical, Avifauna and Mammalian Surveys, Stream Biota
Eric Guinther	
Snookie Mello	
Derral Herbst	
Reginald E. David, Rana Biological Services	
Waimea Trails and Greenways Committee	
Clemson Lam	
Leningrad Elarionoff	

9.2 PRE-ASSESSMENT CONSULTATION

A pre-assessment consultation was conducted in August and September 2010 prior to preparation of the Draft EA. The purpose of the pre-assessment consultation is to consult with agencies, organizations and individuals with technical expertise, or an interest or will be affected by the proposed project. This process is part of the scoping process for the Draft EA. Comments and input received during this period is used to identify environmental issues and concerns to be addressed in the Draft EA, which in turn will undergo a 30-day public comment period.

As part of the early consultation process, the following agencies and organizations were sent pre-assessment letters. Notices were also sent to individuals who attended an initial public information meeting held on March 23, 2010, and others who were recommended or who requested information on the project. The organizations and individuals were encouraged to distribute the information to their members, friends and neighbors.

Federal

Federal Highway Administration
U.S. Army Corps of Engineers
- Civil Works Technical Branch
- Regulatory Branch

U.S. Fish and Wildlife Service
U.S. Department of the Interior, National Park Service
- Ala Kahakai National Historic Trail

State

Department of Agriculture
Department of Land and Natural Resources
- Historic Preservation Division
- Land Division

Department of Health
- Environmental Health
- Disability and Communication Access Board

Hawai‘i Housing Finance and Development Corporation
Mauna Kea Soil and Water Conservation District
Office of Hawaiian Affairs
Department of Business, Economic Development and Tourism
Department of Education
- Waimea Elementary School
- Waimea Middle School

Thelma Parker Memorial Library
Department of Transportation
University of Hawai‘i College of Tropical Agriculture and Human Resources (CTAHR)

- Lālāmilo Research Station
- Plant and Environmental Protection Services

County of Hawai‘i

Office of the Mayor
Civil Defense
Department of Water Supply
Department of Environmental Management
Fire Department
Police Department
Department of Parks and Recreation
Department of Planning
Department of Public Works
Councilman Pete Hoffman, District 9, North & South Kohala

Utilities

Hawaiian Electric Company, Inc.
Hawaiian Telcom
Oceanic Time Warner Cable

Media

West Hawai‘i Today
Hawai‘i 24-7
Kona Web
Sherry Bracken

Businesses, Organizations and Individuals*

Canada France Hawai‘i Telescope
Waimea Country Day School
Waimea Community Montessori School
Kanu O Ka ‘Aina PCS
Small World Pre School
PATH Hawai‘i
Parker School
Parker Ranch
Hawai‘i Preparatory Academy
North Hawai‘i Community Hospital
Rotary Club of North Hawai‘i
Lions Club
Waimea Country Lodge
Tutu’s House
Sandalwood Community Association

Waimea Community Education
Waimea Hawaiian Homesteaders Association
Waimea Hawaiian Civic Club (c/o Mabel Tolentino)
E Mau Na Ala Hele
Waimea Trails and Greenways (c/o Clem Lam)
Imiloa Congregational Church
First Baptist Church of Waimea
New Hope Christian Fellowship
Church of Jesus Christ of Latter Day Saints
Annunciation Catholic Church
Kamuela Honpa Hongwanji Mission of Hawaiʻi
St. James Episcopal Church
New Beginnings Assembly of God
Imiola Congregational Church
Waimea Outdoor Circle (c/o Carol Hendricks)
South Kohala Traffic Safety Committee (c/o Mike Price)
South Kohala Community Development Action Plan Committee (c/o Mike Fisher)
Lālāmilo Farm Lots (c/o Chris Robb)
Waimea Preservation Association (c/o Bill Sanborn)
Paniolo Preservation Society (c/o Billy Bergin)
W.M Keck Observatory (c/o Peggy Kamisato)

*(*Note: The following individuals attended an initial public meeting on the project or were referred by others. All were encouraged to forward the early consultation information to other interested persons.)*

Thuy and Mike Fujimoto
Roger Harris
Roger Hirako
Judy Ellis
Tana Hillier
Steve Bess
Sandie Ednie
Judy Folk
Paul Johnston
Walter L. Puhi
Clarence Ching
Freddy Rice
Pat Provalenko
Mel Macy
Fran Tabor
James Bell
Bob Hunter

9.2.1 Comments Received During Pre-Assessment Consultation

During the early consultation period, a number of comment letters and e-mails were received. The table below summarizes the comments. Copies of the written comments are included at the end of this chapter.

Table 9-1

Ke Ala Kahawai o Waimea
Waimea Trails and Greenways
EA Early Consultation Comments

Agency/Affiliation	Name	Date	EA Early Consultation Comments
Federal			
U.S. Fish and Wildlife Service, Pacific Islands Fish & Wildlife Office	Loyal Mehrhoff, Field Supervisor	letter dated 6/18/2010	Potential issues to be addressed in DEA include presence of Hawaiian hoary bats, endangered Blackburn's sphinx moth, water quality issues. Recommend mitigation measures be incorporated into project to minimize impacts to Waikoloa Stream. *(Note: USFWS also sent "Species List" for Phase I, letter to County DPR dated August 28, 2009).*
U.S. Army Corps of Engineers, Honolulu Engineer District	Gary Shirakata, Program & Project Manager	email 5/24/2010	Project within formerly used defense site (FUDS) Waikoloa maneuver area. USACE has performed surface and subsurface removal of munitions and explosives of concern (MEC) on majority of area but there are areas where MEC may still be present. Appropriate precautions should be taken.
State of Hawaii			
Department of Education	Kathryn Maytayoshi, Interim Superintendent	letter dated 6/1/2010	DOE has no comment regarding this project.
Department of Hawaiian Home Lands	Kaulana H.R. Park, Chairman	letter dated 6/14/2010	DHHL owns approximately 12,198 acres in Waimea including 11,948 ac in Pu 'ukapu and 250 acres in Lalamilo. Property is adjacent to the proposed project. DHHL is excited that this project is becoming a reality; will provide recreational opportunities and commuting alternatives Hawaiian Home land lessees. Waikoloa Stream is former UXO site, there is a DHHL lands UXO clean up report, please reference in EA. Some concern with increased access, potential crime, loitering near residential lots; be sure trail is properly managed and maintained. Consult with Waimea Homestead Association, Inc. and Kanu o Ka Aina Charter School which have programs that may be affected by project. Contact DHHL Land Management Division if use of Hawaiian home lands is required.
Department of Health, Clean Water Branch	Alec Wong, P.E., Branch Chief	letter dated 6/16/2010	Projects impacting State waters must meet water quality criteria and antidegradation policy; NPDES permit may be required for discharge of wastewater or storm water runoff. May need NPDES individual permit for other discharge. All discharges related to construction or operations must comply with State's Water Quality Standards.
Department of Land & Natural Resources, Land Division	Morris M. Atta, Acting Administrator	letter dated 6/14/2010	Other than comments (below) from Division of Forestry & Wildlife, Land Division, Division of State Parks, Office of Conservation & Coastal Lands, DLNR has no other comments.
			Division of Forestry & Wildlife--no comments
			Office of Conservation & Coastal Lands--no comments. Not in Conservation District.
			Land Division, Hawaii District-no comments
			Division of State Parks--no comments
	Charlene Unoki, Assistant Administrator	letter dated 6/21/2010	Division of Aquatic Resources--no objections, no comments
			DLNR State Historic Preservation Division--Chapter 6E-8 Historic Preservation Review-archaeological site are present within project area. Arch inventory survey has been prepared and has been accepted as final. Preservation plan requested in September 2009 has not yet been received. Recommend no ground altering construction begin until this plan has been reviewed and accepted by SHPD.
Department of Transportation	Brennon T. Morioka, Director of Transportation	letter dated 6/2/2010	Given location of shared use path, DOT does not anticipate any significant adverse impacts to its transportation facilities. However, optional segments and alternative paths may impact DOT highways, Kawaihae Road and Kohala Mountain Road. DEA should assess impacts to State highway facilities and address issues such as access improvements, interaction of project-generated traffic, foot & non-motorized traffic w/vehicle traffic and safety controls. Provide 4 copies of DEA.
Department of Land & Natural Resources, State Historic Preservation Division	Nancy McMahon, Deputy SHPO/State Archaeologist and Historic Preservation Manager	letter dated 6/16/2010	Archaeological sites are present within the project area. An archaeological inventory survey has been prepared *(Yucha, Shideler, and Hammatt 2009*) and we have accepted it as final (*Log No. 2009.3316, Doc No. 0909MD12*) However, the preservation plan we requested in September 2009 has not yet been received by our office. We recommend no ground-altering construction begin until this plan has been reviewed and accepted by SHPD.
Hawaii County			
Dept. of Environmental Management	Lono A. Tyson, Director	letter dated 5/20/2010	No comments to offer on project.
Hawaii Fire Department	Darryl Oliveira, Fire Chief	letter dated 6/1/2010	No comment to offer at this time.
Police Department	Henry J. Tavares, Jr., Assistant Chief, Area II Operations	letter dated 5/24/2010	No comments at this time. We may have comments upon review of Draft EA.
Planning Department	B.J. Leithead-Todd, Director	letter dated 6/14/2010	South Kohala Community Development Plan (SKCDP) advocates for development of path and establishing bicycle/pedestrian/equestrian travel ways.
Planning Department	B.J. Leithead-Todd, Director	letter dated 8/24/2010	For your information, we have attached the Planning Department's comments on the project, which largely refer to the South Kohala Community Development Plan (CDP). For more information about the CDP, please go to the CDP web site at: http://www.hcrc.info/community-planning/south-kohala-cdp/.

Table 9-1

Ke Ala Kahawai o Waimea
Waimea Trails and Greenways
EA Early Consultation Comments

Agency/Affiliation	Name	Date	EA Early Consultation Comments
Department of Public Works, Engineering Division	Galen M. Kuba, Division Chief	letter dated 6/9/2010	Large portion of trail follows and crosses Waikoloa Stream. Portions of project lie within special flood hazard areas. Project must comply w/requirements of Hawaii County Code Chapter 27, Floodplain Management. Flood studies and map changes applications to FEMA may be required prior to and following alterations of a special flood hazard area. Grading & watercourse alterations are subject to DPW approval.
Department of Research and Development	Randall Kurohara, Director	letter dated 6/18/2010	Comments from their Tourism specialist in favor or project which would allow people a safe, pedestrian and bicycle friendly alternative to driving.
Department of Water Supply	Milton D. Pavao, Manager	letter dated 6/16/2010	Should proposed use require water service, Dept. would request estimated maximum daily water usage calculations for review and approval. If meter is installed, backflow prevention assembly installed within 5 ft on private property.
Community			
Comments below listed in order in which they were received			
Waimea resident	Margaret Willie	email 5/23/2010	See attachments sent via e-mail. Suggestions: 1) County Park by Transfer Station: map should show Lalamilo road reservation; referred to as key in General Plan. 2) Parker Ranch section from Kahawai St. to Opelo Research Station: she's negotiating with Parker Ranch to eliminate fencing requirement on Kohala side of stream; 3) where current plan proposes to cut many eucalyptus trees along stream, think there should be alternate route to provide ADA access and keep trail along stream narrow. 4) Paniolo/Waimea Inn problem area: suggest putting in second route to cross stream from Parker School pperty to KTA rear parking lot. Still encourage pushing for access across Paniolo Inn area.Map should show alternative running mapping suggestions
Sandalwood resident	Bill Brilhante	email 5/24/2010	Registering opposition to this project through Sandalwood subdivision. Oppose having trails through areas that should be left as is. Taking away private property rights.
Certified Management, Inc.	Brenda LeClair Account Executive	email 5/24/2010	Concerns from Sandalwood at Waimea subdivision residents: 1) area where park is supposed to be built used to be dump. Years ago, fire stated from rubbish, had to monitored for a few days, 2) pedestrian bridge needed over creek; creek goes downhill and is fast moving, 3) what kind of security in place to safeguard subdivision and prevent incursions from trail users?
	Brodie Callender	5/24/2010 and 5/25/2010	Interested to find out more about park between Sandalwood and dump that's highlighted in map. Trail concept and park wonderful. Has county scrapped proposed "connector road" slated for this same location? Have heard unofficially they probably won't build road. What info led to believe land between Sandalwood and transfer station coud be park land? Wonderful to see a park, but what info do you have to support that concept?
Sandalwood residents	Mike & Thuy Fujimoto	email 5/25/2010	Trail will be right in front of our house and increase level of noise, security risk, decrease privacy. Trails will have negative impact on our quality of life and adversely impact property value.
North Kohala homeowner	Carol Williams	email 5/28/2010	Wonderful project and terrific idea. Need more places to walk and bike safely. Exercise good for all; asset to the community.
Pako subdivision Resident, 885-3521	Pamela Cushnie	email 6/1/2010	Trying to get more info re "alternative" path. Heard about alternative currently drawn on confidential map and not released publically. Would like to know more about plan and request for input.
	Pamela Cushnie	letter dated 6/29/2010 and letter to Bobby Command dated 6/29/2010	Who proposed and who researched alternative orange path? What findings wer eused to support consideration of this alternative? What groups/individuals were on [early consultation] distribution list? What other alternatives are being (or have been) considered?
resident, 65-1508 Kawaihae Rd.	Jan and Jerry Parks	email 6/3/2010	Live along alternate route. Opposed to having trail through property and people walking on lower portion of trail.
Kamuela View Estates residents	Roy and Eunice Saito	email 6/4/2010	Prefer original proposal (Church Row to opposite Kamuela View Estates) over alternate (which ends in Kamuela View Estates) for these reasons: 1) safer for trail users, alternate requires crossing busy highway; 2) lower impact on homeowners. Alternative route enters Kamuela View Estates, which is not designed to accommodate trail parking; 3) minimizes tresspassing and maintenance issues. Alternate has potential for irresponsible hikers to litter and encroach on private property. No sanitation facilities, 4) more suitable in terms of aesthetics, since it follows Waikoloa STream.
Waimea resident	Margaret Cox	email 6/8/2010	Original alignment appears to be most logical and safest. Alternatives are dangerous.
DHHL homesteader	Miki Brand	email 6/8/2010	Not pleased. Rather see a bike lane or safer wide shoulders along existing main road. Plan curtails beneficial use of ag lands. Keep Waimea country!
Waimea resident	Marc Kassis	email 6/8/2010	Strongly support WTG project. Both primary and alternative paths would be wonderful addition to community.
Waimea resident	Jim Lyke	email 6/8/2010	Supportive of WTG project. Welcome safe alternaties to walking.
Ohia Ku Homeowners Association, c/o Kurt & LaDonna Shively, P.O. Box 2233, Kamuela, HI 96743 *[letter and petition from Ohia Ku Homeowners signed by those listed below. Copies of signed petition included in same package noted with* *]	Kurt & LaDonna Shiveley	letters dated 6/9/2010	See attached letters from homeowners. Ohia Ku is a private subdivision on southwest side of Kohala Mountain Road, opposite HPA. Opposed to alternate route which appears to intersect Ohia Ku subdivision. Waste of taxpayer's money to move forward with EA that includes this proposed alternative as a viable option. Ask that this option be dropped.
Ohia Ku Homeowners Association	Roberta Barlow		

Table 9-1

Ke Ala Kahawai o Waimea
Waimea Trails and Greenways
EA Early Consultation Comments

Agency/Affiliation	Name	Date	EA Early Consultation Comments
Ohia Ku Homeowners Association	Drew & Michelle Medieros		
Ohia Ku Homeowners Association	Dr. John & Bev Dawson		
*	Alcy D. Johnson		
*	William B. Burke, Jr.		
*	C.R. Budge		
*	Lorina Torres		
*	Bernadina K. Sylva		
*	Brittney Harbottle		
*	Harrison & Lynne Heen		
Kamuela View Estates resident	Elizabeth Bryson	letter dated 6/3/2010	See attached letter with photos. Have lived in Kamuela View Estates since 1986. Concerns regarding alternative path. Where are path users going to park their cars? Ohina Street is main thoroughfare, and access to Kawaihae is already difficult. Skeptical that pathway will encourage people to walk. HPA is only employer along entire alternative. Connection shown from shared use path (red) to alternative infeasible. There are many dangerous gulches in backdrop. Fire hazard in area. No trees or wildlife to be seen. Ohina St-Akulani Street juncture floods.
Waimea resident	Katherine S. Erger and Steve N. Erger	letter dated 6/3/2010	Signed form letter dated 6/3/2010 objecting to alternate route--safety, incline, private property crossings, stream flooding. Do not want alternative alignment to be considered a viable option. Keep original trail as planned. Extremely high liability problems with alternate.
Waimea resident	Tom Hickey, Lauren Hickey	letter dated 6/3/2010	Signed form letter dated 6/3/2010 objecting to alternate route--safety, incline, private property crossings, stream flooding. Do not want alternative alignment to be considered a viable option.
Waimea resident	Darlene Turner	letter dated 6/3/2010	Signed form letter dated 6/3/2010 objecting to alternate route--safety, incline, private property crossings, stream flooding. Do not want alternative alignment to be considered a viable option. Used to live along the path from White Sands to Magic Sands beach. Noise, drunkeness, litter, law enforcement issues were horrible. Do not build path close to our homes; have a right to quiet enjoyment.
Waimea resident	David W. Lowney	letter dated 6/3/2010	Signed form letter dated 6/3/2010 objecting to alternate route--safety, incline, private property crossings, stream flooding. Do not want alternative alignment to be considered a viable option.
Ohia Ku subdivision residents	John and Bev Dawson	letter dated 6/9/2010	Surprised to see map with alternative alignment that crosses Kawaihae Road. Residents not notified. Objecting to alternative for safety reasons and intersect Ohia Ku subdivision. Unsafe and impractical because route must cross busy Kawaihae Road and cross back over Kohala Mountain Rd. at another point. Kohala Mountain Rd. is narrow, high speeds, poor visibility. Request a better alternative be found that is safer and less impact on private property.
Chief of Staff, Kona Community Hospital	Edwin P. Herd, MD	email 6/10/2010	Supportive of WTG project. Provides safe route for walking, biking, running. Can be part of solution to epidemic of childhood obesity.
	Garry Dean	email 6/10/2010	Supportive of WTG project along Waikoloa Stream. Will provide safe route for walking, bicycling and running.
	Dan Sabo	email 6/10/2010	Supportive of WTG project.
	Toni Blair	email 6/11/2010	Supportive of WTG project.
	Dr. Michelle Suber	email 6/11/2010	Supportive of WTG project.
resident and avid road cyclist	Krista Pearson	email 6/11/2010	Supportive of WTG project.
Waimea resident	Clemson Lam	email 6/11/2010	Supportive of WTG project.
Waimea resident	Kevin Cavanagh	email 6/11/2010	Supportive of WTG project
Waimea resident	Lori Eldredge	email 6/11/2010	Supportive of WTG project
Waimea resident	Judy Ann Williams	email 6/11/2010	Supportive of WTG project
Waimea resdient and avid hiker	Kathleen Johnson	email 6/11/2010	Supportive of WTG project
north Kohala resident	Kimberly Lepold	email 6/11/2010	Supportive of WTG project
	Kristin Delgado	email 6/11/2010	Supportive of WTG project
Waimea resident	Arrow Factory	email 6/11/2010	Trail is a great addition to Waimea. Some suggestions/concerns: 1) who will "police" the trail? Currently problem with loose dogs on trail; safety issue, dogs should be leashed; 2) Nature Park has "open" hours; will the trail be open all the time? How will this affect the neighborhoods along route? Should be maximum distance from houses to minimize impact on residential areas; 3) would it be possible to extend trail past church row? Old Government Road continues through nice walking areas, government roads with public access, should incorporate these paths now.
Kamuela View Estates residents	Tim & Billie Kiernan	email 6/11/2010	Supportive of project. His family has been looking forward to safe way to get to town other than running along busy road. Directly impacted by project as it is literally in our backyard and we are 100% in support.
Waimea resident	Kelly Hoyle	email 6/12/2010	In support of this project. Havea 2 small children who love to walk and ride bikes to school.
Hilo resident	Douglas Zang	email 6/12/2010	In support of project.
	Kendra Wilson	email 6/12/2010	In support of project.

Table 9-1

Ke Ala Kahawai o Waimea
Waimea Trails and Greenways
EA Early Consultation Comments

Agency/Affiliation	Name	Date	EA Early Consultation Comments
	Ann Peterson	email 6/12/2010	Have written numerous letters of support for this project over past 14 years and wonder why folks aren't convinced this is cirtical project, potential economic engine, provide safe place to build healthy lifestyles, investment in cleaner energy future. Why isn't this project already built? Some believe trail will open them up to crime but this has been proven untrue (reference articles provided).
Complex Area Business Manager, Dept. of Education, Honoka'a-Kealakehe-Kohala-Konawaena Complex	Scott Jeffrey	email 6/12/2010	In support of project. Can provide much needed safe route for students. With bus rates rising and congestion near schools increasing, a safe alternative would be welcome.
Waikoloa resident	Dan Berman	email 6/12/2010	In support of project.
Waimea residents	Hal Ward, Mary Ann Ward	letter dated 6/12/2010	Totally against alternate route shown on map. Putting trail on mauka side of town takes it away from majority of population. Alternate trail shares space with busy highways. Sections on private property make it difficult to obtain access. Waiauia Stream floods during heavy rains. Privacy and liability issues.
Waimea resident	Robyn Hafner	email 6/13/2010	In support of project.
Waimea resident	Terry Ladwig	email 6/13/2010	In support of project. Paths unite communities by making personal contact more likely by experiences users share out of doors.
Waimea resident	Laura Monahan	email 6/14/2010	Oppose project until we have further info and hopefully town meeting to discuss how families will be benefited and impacted.
	Brian Burau	email 6/14/2010	In support of project.
	Bob Hunter	email 6/14/2010	In support of project.
	Randy Campbell	email 6/14/2010	In support of project.
Kamuela View Estates residents	Julia Simmons	email 6/14/2010	We desperately need this trail to reduce traffic and provide safe route to school.
Kamuela View Estates residents	Rich Matsuda	email 6/14/2010	In support of project. Have lived in areas on mainland which had similar trails and added to positive quality of life. Rather than being negative influence on property value, boosted value. Although there has been sentiment that trail will "urbanize" Waimea, I feel it will do the opposite by promoting walking and biking instead of just vehicles.
Waimea resident	Hien Tran	email 6/14/2010	In support of project.
Waimea resident	Gregory Wirth	email 6/14/2010	In support of project. Should be highest priority for community. My family w/3 young chidren would regularly use and enjoy path. Have witnessed beneficial effect of Pere Marquette "rail trail" in his hometown in Michigan which has become vital route and during visit to Boulder, CO.
W.M. Keck Observatory	Colette Tyau	email 6/14/2010	In support of project.
Waimea resident	Peggi Kamisato	email 6/14/2010	In support of project.
Waimea resident	Joan Campbell	email 6/14/2010	In support of project. Our family would regularly use and enjoy path, believe community benefits outweigh concerns about impact on local enviornment. Adding bike line to existing roads not suitable substitute.
Waimea Outdoor Circle	Carol Hendricks	letter dated 6/14/2010	Outdoor Circle was first supporters of the trail concept; Ulu La'au (Waimea Nature Park) is a key location on the trail. Need to study and mitigate effect of removing 357 mature trees. Look at wandering trail instead of straight line. Historic road preservation (Camp Tarawa to Waimea Town Rd through park). Retain as many old growth eucalyptus trees as possible. Care is needed to protect banks of Waikoloa Stream.
Hawaii Horse Council	Nancy McIver	letter dated 5/29/2010	
Lanikepu Gulch area residents	signed by 6 residents	petition received 6/15/2010	We commend idea of pathway. However, we chose and pay to live in Lanikepu Gulch area because of privacy. Fervently oppose the trail going through Ohiaku, Wai'aka and Lanikepu areas.
Waimea resident	James Phillips	letter dated 6/3/2010	Concern with orange (alternative) trail and lack of access to detailed information. Winding roadways with no shoulders, difficulty incrossing highway, safety. Steep path along Wai 'au'ia Stream. Liability concerns crossing private property. Wai'au'ia Stream (much of orange path) known for quick changes in water flow, flood concerns. Brush fires, vandalism, loss of privacy are also concerns. Do not want alternatives to be considered as viable options. Would like Wai'au'ia Stream route dropped from list of possible paths. Not good alternative route.
Jacaranda Inn, Waimea's Historic Ranch Estate	Mary Ellen Revana	letter dated 6/5/2010	Portion of path directly behind property changes in elevation due to waterfall from above creating the stream. Cliffs are steep and dangerous, waterfall and pond dangerous. No way to safely police this strem and pond. To place a path here to draw chidlren would be gross negligence. Do not support alternative alignment and request taht Wai'au'ia Stream route be dropped from list of possible paths.
Sandalwood resident	Fran Tabor	email 6/21/2010 and letter dated July 10, 2010 to Mayor Billy Kenoi	Concerned with segment next to my residential property. Behind property, Waikoloa Stream forms major gulch with steep embankments and topography. Riparian buffer zone acts as buffer between Lalamilo farm and my home. Riparian areas should be preserved. Concern with flood issues, stream crossings, riparian buffers. Sandalwood residential properties extend to middle of stream. Liability concerns, vandalism, noise, safety.
	Fran Tabor	email 6/28/2010	There are habitats of sensitive bird species that live and nest in grasslands/scrub adjacent to Waikoloa Stream on north side. Consider this in EA and look at alternative routes outside the riparian zone.
	Fran Tabor	email to Pete Hoffman dated 9/6/2010	

Table 9-1

Ke Ala Kahawai o Waimea

Waimea Trails and Greenways

EA Early Consultation Comments

Agency/Affiliation	Name	Date	EA Early Consultation Comments
daughter of Kamuela View Estates resident	Liza Michaelson	email 6/19/2010	Her mother recently moved to Waimea. Only disappointment is lack of walking paths. Liza lives in San Juan Islands and is member of Trails Committee there. Based on her experience, once path is built, there will be increasing use. Path will provide much needed corridor for non-motorized transport. Go Waimea Trails & Greenways!
Anna Perry-Fiske Charitable Trust	Stephen G. Bess, Co-trustee	email 6/14/2010	Waimea community has been supportive of Waikoloa Stream trail. Trustees of Anna Perry-Fiske trust believe that alternative trail running through its property would be in error. Topography through our property can't accommodate trail. Use of Anna Ranch dictated by trust document that does not provide for dedication of alternative trail.
Waimea resident	Tom Beach	letter to Clem Lam, WTG dated 7/14/2010	I am an advocate for trees, concern for oldest and largest eucalyptus trees along stream near town. Remaining small forest is the green heart of Waimea, providing homes to birds, shade, wind and sound breaks. Small wild spot that we must preserve. Implore you not to destroy them in the name of expediency and progress.I love and value these remaining trees.
Hale Kea Farms (Waimea resident)	William T. White, III	letter dated 6/8/2010	Upset about recent map showing orange alternative routes. Several sections along alternative with narrow, winding roadways and no shoulders (Kohala Mt Rd). Steep inclline difficult to walk, limited sight sections. Crossing private property creates liability issues for homeowenrs. Wai'au'ia Stream known for quick changes in water flow; where would path be to avoid flooding and debris? Concerns over dangers to users and damage to surrounding property. Army has advised landowners not to disturb banks of stream because of erosion. Erosion has caused human bones to be exposed. Wai'au'ia Stream route not good choice as alternative. Concern over arbitrary taking/use/condemnaton of private property.
Waimea resident	Pamela Cushnie	letter dated 6/3/2010	A. Concerns over release of public information about orange alternatives. B. General comments/concerns-narrow winding sections along mauka alternatives difficult to be ADA compliant, dangers to users and pedestrians, liability and insurance issues for homeowners,quick changes in watre flow at Wai 'au 'ia Stream, flood inundation, stream erosion, privacy issues, burial site disturance, lack of transparency in information dissemination, wasted taxpayer money. C. Personal comments-I do not want orange alternative alignment considered as a viable option; would like Wai 'au 'ia Stream route to be immediately dropped.
Waimea resident	Cindy Yarawamai	letter dated 6/3/2010	comments similar to above.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122, Box 50088
Honolulu, Hawaii 96850

RECEIVED JUN 23 2010

In Reply Refer To:
2010-TA-0310

JUN 18 2010

Mr. Glen T. Kimura
Kimura International
1600 Kapiololani Boulevard, Suite 1610
Honolulu, Hawaii 96814

Subject: Early Consultation Technical Assistance for the Waimea Tails and Greenways Ke Ala Kahakai O Waimea Shared-Use Path Waimea, Hawaii

Dear Mr. Kimura:

We received your letter on May 18, 2010, requesting early coordination on a proposed 4.5 mile shared-use path that extends through Waimea, on the island of Hawaii. The path generally follows the meandering Waikoloa Stream that passes through urban areas and agricultural lands.

Based on information in our files, including data compiled by the Hawaii Biodiversity and Mapping Program, and the Hawaii GAP Program, the federally endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*) and the Blackburn's sphinx moth (*Manduca blackburni*) may occur in the project vicinity. We offer the following recommendations as potential issues to be reviewed and addressed in the Draft Environmental Assessment (DEA).

Hawaiian hoary bats roost in both exotic and native woody vegetation and leave their young unattended in "nursery" trees and shrubs when they forage. If trees or shrubs suitable for bat roosting are cleared during the bat breeding season (April to August), there is a risk that young bats could inadvertently be harmed or killed. To minimize impacts to the endangered Hawaiian hoary bat, woody plants greater than 15 feet tall should not be removed or trimmed during the bat birthing and pup rearing season (April 15 through August 15).

The endangered Blackburn's sphinx moth (*Manduca blackburni*) may occur in the project area. Blackburn's sphinx moth larvae feed upon nonnative tree tobacco (*Nicotiana glauca*) and other non-native host plants including *Nicotiana tabacum* (commercial tobacco), *Solanum melongena* (eggplant), *Lycopersicon esculentum* (tomato), and possibly *Datura stramonium* (Jimson weed). The full range of the taxa that Blackburn's sphinx moth larvae may feed on is not known. Larvae of a close relative of Blackburn's sphinx moth, *Manduca sexta,* are known to feed on a wide variety of taxa in the Solanaceae family including: *Capsicum* (sweet and chili pepper), *Cestrum* (ornamental plants), *Cymphomandra* (tomatillo), *Datura* (jimson weed, loco weed), *Lycium* (ornamental plants used for Chinese herbal medicines), *Lycopersicum* (tomato), *Petunia* (petunia), *Physalis* (tomatillo

TAKE PRIDE® IN AMERICA

and ground cherry), *Solandra* (ornamental vines) and *Solanum* (potato, eggplant, christmas cherry, nightshade). From the information we have on hand, we cannot ascertain whether there are host plants at the proposed project site. As this area is within the historical range for Blackburn's sphinx moth and because the proposed project site likely has favorable conditions for its host plants, we recommend that you survey the site for the presence of Blackburn's sphinx moth and its host plants. If either are found, we recommend that you contact our office for further assistance.

We note that your project will be in close proximity to the Waikoloa Stream. To minimize the degradation of water quality, we recommend the following measures be incorporated into the project.

1. Turbidity and siltation from project-related work should be minimized and contained to within the vicinity of the site through the appropriate use of effective silt containment devices and the curtailment of work during weather conditions.
2. All project-related materials and equipment (dredges, barges, backhoes, *etc.*) to be placed in the water should be cleaned of pollutants prior to use.
3. No project-related materials (fill, revetment rock, pipe, *etc.*) should be stockpiled in the water (stream channels, wetlands, *etc.*).
4. All debris removed from the aquatic environment should be disposed of at an approved upland or ocean dumping site.
5. No contamination (trash or debris disposal, non-native species introductions attraction of non-native pests, *etc.*) of adjacent aquatic environments (stream channels, wetlands, *etc.*) should result from project-related activities. This should be accomplished by implementing a litter-control plan and developing a Hazard Analysis and Critical Control Point Plan (HACCP – see http://www.haccp-nrm.org/Wizard/default.asp) to prevent attraction and introduction of non-native species.
6. Fueling of project-related vehicles and equipment should take place away from the water and a contingency plan to control petroleum products accidentally spilled during the project shall be developed. Absorbent pads and containment booms should be stored on-site, if appropriate, to facilitate the clean-up of accidental petroleum releases.
7. Any under-layer fills used in the project should be protected from erosion with stones (or core-loc units) as soon after placement as practicable.
8. Any soil exposed near water as part of the project should be protected from erosion (with plastic sheeting, filter fabric, *etc.*) after exposure and stabilized as soon as practicable (with native or non-invasive vegetation matting, hydroseeding, *etc.*).

If you have any questions regarding this letter, please contact Dr. Jeff Zimpfer, Fish and Wildlife Biologist, Consultation and Technical Assistance Program (phone: 808-792-9431; email: jeff_zimpfer@fws.gov).

Sincerely,

for Loyal Mehrhoff
Field Supervisor

Leslie Kurisaki

From: Shirakata, Gary N POH [Gary.N.Shirakata@usace.army.mil]
Sent: Monday, May 24, 2010 1:44 PM
To: Leslie Kurisaki
Subject: RE: Waimea Trails and Greenways

Hi Leslie,

I received a letter from Glenn Kimura soliciting early input from our agency. Subject project appears to be within the formerly used defense site (FUDS) know as the former Waikoloa maneuver area. The US Army Corps of Engineers and its contractors have performed surface and subsurface removal of munitions and explosives of concern (MEC) on the majority of the project area but there are areas that work has not been performed. MEC may be present on the proposed path and appropriate precautions should be taken. Please feel free to contact me if you have any questions.

Gary N. Shirakata
USACE - Honolulu Engineer District
Program & Project Manager
Wk: (808) 438-0772
Cell: (808) 266-0581
Fax (808) 438-7801
gary.n.shirakata@.usace.army.mil

The information contained in this e-mail message and/or the document transmitted is privileged and confidential and is intended only for the use of the individual or entity named above. If the reader of this message is not the intended recipient or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any examination, use, dissemination, distribution or copying of this communication is strictly prohibited and may constitute a violation of law. If you have received this communication in error, please immediately notify this office by telephone (808-438-0772), and delete this e-mail from your computer system.

-----Original Message-----
From: Leslie Kurisaki [mailto:lkurisaki@kimurainternational.com]
Sent: Wednesday, May 12, 2010 4:39 PM
To: Shirakata, Gary N POH
Subject: RE: Waimea Trails and Greenways

Thanks.

-----Original Message-----
From: Shirakata, Gary N POH [mailto:Gary.N.Shirakata@usace.army.mil]
Sent: Wednesday, May 12, 2010 4:33 PM
To: Leslie Kurisaki
Subject: RE: Waimea Trails and Greenways

Building 252
Fort Shafter, HI 96858

-----Original Message-----
From: Leslie Kurisaki [mailto:lkurisaki@kimurainternational.com]
Sent: Wednesday, May 12, 2010 4:32 PM
To: Shirakata, Gary N POH

Subject: RE: Waimea Trails and Greenways

Dear Gary,

We're sending out an Early Consultation letter for the Draft EA for Waimea Trails and Greenways. I'd like to include you on our mailing list. Could you please send me your mailing address?

Thank you,

Leslie

Leslie Kurisaki

Kimura International, Inc.

1600 Kapiolani Blvd., Suite 1610

Honolulu, Hawaii 96814

Phone (808) 944-8848

Fax (808) 941-8999

From: Glenn Kimura [mailto:glennk@kimurainternational.com]
Sent: Tuesday, December 08, 2009 5:19 PM
To: gary.n.shirakata@usace.army.mil
Cc: 'Leslie Kurisaki'
Subject: FW: Waimea Trails and Greenways

Gary,

Thanks for your assistance. Attached are maps showing the preferred alignment (pink) and alternatives (yellow and blue). Other map shows landowners from whom easements have been obtained. Note, maps have been provided from other sources so I really can't answer any detailed questions regarding them.

Glenn

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DAR 3099

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

RECEIVED JUN 23 2010

RECEIVED
LAND DIVISION
2010 JUN 15 P 3: 11
DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

May 19, 2010

MEMORANDUM

RECEIVED
MAY 19 2010
AQUATIC RESOURCES

TO: **DLNR Agencies:**
x Div. of Aquatic Resources
__Div. of Boating & Ocean Recreation
x Engineering Division
x Div. of Forestry & Wildlife
x Div. of State Parks
x Commission on Water Resource Management
x Office of Conservation & Coastal Lands
x Land Division –Hawaii District
x Historic Preservation

FROM: Charlene Unoki, Assistant Administrator
SUBJECT: Early Consultation for an Environmental Assessment for Waimea Trails and Greenways
LOCATION: Island of Hawaii
APPLICANT: Kimura International on behalf of the County of Hawaii, Department of Parks & Recreation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by June 11, 2010.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

(✓) We have no objections.
(✓) We have no comments.
( ) Comments are attached.

Signed: _____
Date: 30 May 2010

LINDA LINGLE
GOVERNOR

XXXXXXXXXXXXXXXXXXXX
PATRICIA HAMAMOTO
XXXXXXXXXXXXXXXXXX
SUPERINTENDENT

KATHRYN S. MATAYOSHI
INTERIM SUPERINTENDENT

STATE OF HAWAI'I
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAI'I 96804

OFFICE OF THE SUPERINTENDENT

RECEIVED JUN 02 2010

June 1, 2010

Mr. Glenn T. Kimura, President
Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, Hawai`i 96814

Dear Mr. Kimura:

Subject: Early Consultation, Waimea Trails and Greenways Shared Use Path
Ke Ala Kahakai O Waimea, Waimea, Hawaii

The Department of Education (DOE) has reviewed the early consultation request for the proposed Ke Ala Kahakai O Waimea project.

The DOE has no comment regarding this project.

Thank you for the opportunity to provide comments. If you have any questions, please call Jeremy Kwock of the Facilities Development Branch at 377-8301.

Very truly yours,

Kathryn S. Matayoshi
Interim Superintendent

KSM:jmb

c: Randolph Moore, Assistant Superintendent, OSFSS
Art Souza, CAS, Honokaa/Kealakehe/Kohala/Konawaena Complex Areas

LINDA LINGLE
GOVERNOR
STATE OF HAWAI'I

KAULANA H. R. PARK
CHAIRMAN
HAWAIIAN HOMES COMMISSION

ANITA S. WONG
DEPUTY TO THE CHAIRMAN

ROBERT J. HALL
EXECUTIVE ASSISTANT

STATE OF HAWAI'I
DEPARTMENT OF HAWAIIAN HOME LANDS

P.O. BOX 1879
HONOLULU, HAWAI'I 96805

RECEIVED JUN 15 2010

June 14, 2010

Mr. Glenn T. Kimura, President
Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, Hawaii 96814

Subject: Waimea Trails and Greenways
Ke Ala Kahakai O Waimea
Shared Use Path
Environmental Assessment—Early Consultation

Aloha Mr. Kimura,

Thank you for the opportunity to provide pre-assessment comments prior to the Draft Environmental Assessment (DEA) for the Waimea Trails and Greenways project, *Ke Ala Kahakai O Waimea* in Waimea, Hawai'i. The Department of Hawaiian Home Lands (DHHL) owns approximately 12,198 acres in Waimea region that includes 11,948 acres in Pu'ukapu and 250 acres in Lālāmilo. The DHHL's property is adjacent to the proposed project.

As adjacent landowners, engaging in our own planning process, it is our responsibility to participate and plan appropriately for the larger region. In addition, it is our priority to ensure that DHHL's plans are as consistent as possible with other plans in the area.

Please consider the following comments on your proposed project:

1. We are excited that this trail system and greenways project is becoming a reality in this region. This project will provide recreational opportunities as well as commuting alternatives to Waimea Town for future Hawaiian Home Lands lessees.

2. The DHHL has developed various plans and collected information and data for this region. You may want to refer to the following documents for information relating to our lands and the region:
   a. Lālāmilo-Pu'ukapu Regional Plan (December 2008)
   http://hawaii.gov/dhhl/publications/regional-plans

b. Hawai'i Island Plan (May 2002)
http://hawaii.gov/dhhl/publications/island-plans
c. Final EIS for Lālāmilo Residential Lots and Industrial Uses
http://oegc.doh.hawaii.gov

3. Waikoloa Stream along the DHHL lands is a former UXO site. There are various reports done, including a DHHL lands UXO cleanup report, for this area. We have a copy of our reports if you need to access them, but please reference these documents in your EA.

4. With the close proximity of this project to our future Lālāmilo homesteads we do have a few concerns with increased access, potential crime, and loitering near our residential lots.

5. With any trail or road development, please be sure that the trail is properly managed and maintained.

6. Please consult with the Waimea Homestead Association Inc. and Kanu o Ka 'Āina Charter School who may have programs that will be directly affected by the proposed project.

7. If use of Hawaiian home lands is required for the project, please contact our Land Management Division at 620-9450 to request use and access.

We thank you for the opportunity to comment on the project. We will continue, as an adjacent landowner, to do what we can to assist in your planning efforts. If you have any questions, please contact Kaleo Manuel at our Planning Office at 620-9485.

Aloha and mahalo,

Kaulana H.R. Park, Chairman
Department of Hawaiian Home Lands

Enclosures
cc: Waimea Homestead Association
Kanu o Ka 'Āina Charter School

LINDA LINGLE
GOVERNOR OF HAWAII

CHIYOME L. FUKINO, M.D.
DIRECTOR OF HEALTH

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

In reply, please refer to:
EMD / CWB

06043PJF.10

June 16, 2010

RECEIVED JUN 17 2010

Mr. Glenn T. Kimura
President
Kimura International Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, Hawaii 96814

Dear Mr. Kimura:

SUBJECT: Envirmentental Assessment (EA) - Early Consultation for Waimea Trails and Greenways Ke Ala Kahakai O Waimea Shared Use Path Waimea, Island of Hawaii, Hawaii

The Department of Health, Clean Water Branch (CWB), has reviewed the subject document and offers these comments on your project.

Please note that our review is based solely on the information provided in the subject document and its compliance with the Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at: http://www.hawaii.gov/health/environmental/env-planning/landuse/CWB-standardcomment.pdf.

1. Any project and its potential impacts to State waters must meet the following criteria:

   a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.

   b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.

   c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).

2. You may be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55). For the following types of discharges into Class A or Class 2 State waters, you may apply for an NPDES general permit coverage by submitting a Notice of Intent (NOI) form:

   a. Storm water associated with construction activities, including clearing, grading, and excavation, that result in the disturbance of equal to or greater than one (1) acre of total land area. The total land area includes a contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under a larger common plan of development or sale. An NPDES permit is required before the start of the construction activities.

   b. Construction dewatering effluent.

   You must submit a separate NOI form for each type of discharge at least 30 calendar days prior to the start of the discharge activity, except when applying for coverage for discharges of storm water associated with construction activity. For this type of discharge, the NOI must be submitted 30 calendar days before to the start of construction activities. The NOI forms may be picked up at our office or downloaded from our website at: http://www.hawaii.gov/health/environmental/water/cleanwater/forms/genl-index.html.

3. For types of wastewater not listed in Item No. 2 above or wastewater discharging into Class 1 or Class AA waters, you may need an NPDES individual permit. An application for an NPDES individual permit must be submitted at least 180 calendar days before the commencement of the discharge. The NPDES application forms may be picked up at our office or downloaded from our website at: http://www.hawaii.gov/health/environmental/water/cleanwater/forms/indiv-index.html.

4. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage is required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of $25,000 per day per violation.

If you have any questions, please visit our website at:
http://www.hawaii.gov/health/environmental/water/cleanwater/index.html, or contact the Engineering Section, CWB, at 586-4309.

Sincerely,

ALEC WONG, P.E., CHIEF
Clean Water Branch

JF:ml

c: DOH-EPO #I-3187 [via email only]

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

June 14, 2010

RECEIVED JUN 17 2010

Kimura International, Inc.
1600 Kapiolani Blvd Suite 1610
Honolulu, Hawaii 96814

Attention: Mr. Glenn T. Kimura, President

Ladies and Gentlemen:

Subject: Early Consultation for an Environmental Assessment for Waimea Trails and Greenways

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR), Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comment.

Other than the comments from Division of Forestry & Wildlife, Land Division-Hawaii, Division of State Parks, Office of Conservation & Coastal Lands, the Department of Land and Natural Resources has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Sincerely,

for Morris M. Atta
Acting Administrator

→ Na Ala Hele

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

RECEIVED JUN 17 2010

May 19, 2010

RECEIVED
LAND DIVISION
2010 JUN -3 P 12: 02
DEPT. OF LAND & NATURAL RESOURCES
STATE OF HAWAII

MEMORANDUM

TO: **DLNR Agencies:**
x Div. of Aquatic Resources
__ Div. of Boating & Ocean Recreation
x Engineering Division
x Div. of Forestry & Wildlife
x Div. of State Parks
x Commission on Water Resource Management
x Office of Conservation & Coastal Lands
x Land Division –Hawaii District
x Historic Preservation

FROM: Charlene Unoki, Assistant Administrator
SUBJECT: Early Consultation for an Environmental Assessment for Waimea Trails and Greenways
LOCATION: Island of Hawaii
APPLICANT: Kimura International on behalf of the County of Hawaii, Department of Parks & Recreation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by June 11, 2010.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

( ) We have no objections.
(X) We have no comments.
( ) Comments are attached.

Signed: Paul J. Conry
Date: JUN - 2 2010

PAUL J. CONRY, ADMINISTRATOR
DIVISION OF FORESTRY AND WILDLIFE

HA-2010-243

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RECEIVED
OFFICE OF CONSERVATION
& COASTAL LANDS
2010 MAY 20 10: 29

RECEIVED
DEPT. OF LAND & NATURAL RESOURCES
STATE OF HAWAII
2010 MAY 26 A 10: 22

RECEIVED
LAND DIVISION

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 19, 2010

RECEIVED JUN 17 2010

MEMORANDUM

~~TO:~~ FROM: **DLNR Agencies:**
x Div. of Aquatic Resources
__Div. of Boating & Ocean Recreation
x Engineering Division
x Div. of Forestry & Wildlife
x Div. of State Parks
x Commission on Water Resource Management
x Office of Conservation & Coastal Lands
x Land Division –Hawaii District
x Historic Preservation

TO: ~~FROM:~~ Charlene Unoki, Assistant Administrator
SUBJECT: Early Consultation for an Environmental Assessment for Waimea Trails and Greenways
LOCATION: Island of Hawaii
APPLICANT: Kimura International on behalf of the County of Hawaii, Department of Parks & Recreation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by June 11, 2010.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

( ) We have no objections.
(X) We have no comments. Not in Conservation District
( ) Comments are attached.

Signed: _____
Date: 5-26-10

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

2010 MAY 21 P 12: 12

RECEIVED
LAND DIVISION

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 19, 2010

RECEIVED JUN 17 2010

MEMORANDUM

TO: **DLNR Agencies:**
x Div. of Aquatic Resources
__Div. of Boating & Ocean Recreation
x Engineering Division
x Div. of Forestry & Wildlife
x Div. of State Parks
x Commission on Water Resource Management
x Office of Conservation & Coastal Lands
x Land Division –Hawaii District
x Historic Preservation

FROM: Charlene Unoki, Assistant Administrator
SUBJECT: Early Consultation for an Environmental Assessment for Waimea Trails and Greenways
LOCATION: Island of Hawaii
APPLICANT: Kimura International on behalf of the County of Hawaii, Department of Parks & Recreation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by June 11, 2010.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

( ) We have no objections.
(✓) We have no comments.
( ) Comments are attached.

Signed: _____
Date: 5·26·10

54063

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RECEIVED
STATE PARKS DIV
'10 MAY 20 A10:47

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

DEPT OF LAND & NATURAL RESOURCES
2010 JUN -1 A 11:19
RECEIVED
LAND DIVISION
DEPT. OF LAND & NATURAL RESOURCES
STATE OF HAWAII

May 19, 2010

RECEIVED JUN 17 2010

MEMORANDUM

TO: **DLNR Agencies:**
x Div. of Aquatic Resources
__Div. of Boating & Ocean Recreation
x Engineering Division
x Div. of Forestry & Wildlife
x Div. of State Parks
x Commission on Water Resource Management
x Office of Conservation & Coastal Lands
x Land Division –Hawaii District
x Historic Preservation

FROM: Charlene Unoki, Assistant Administrator
SUBJECT: Early Consultation for an Environmental Assessment for Waimea Trails and Greenways
LOCATION: Island of Hawaii
APPLICANT: Kimura International on behalf of the County of Hawaii, Department of Parks & Recreation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by June 11, 2010.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

( ) We have no objections.
(✓) We have no comments.
( ) Comments are attached.

Signed: _____
Date: 5/27/10

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

June 21, 2010

RECEIVED JUN 23 2010

Kimura International, Inc.
1600 Kapiolani Blvd Suite 1610
Honolulu, Hawaii 96814

Attention: Mr. Glenn T. Kimura, President

Ladies and Gentlemen:

Subject: Early Consultation for an Environmental Assessment for Waimea Trails and Greenways

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR), Land Division distributed or made available a copy of your report pertaining to the subject matter to Division of Aquatic Resources and Historic Preservation for their review and comment.

The Department of Land and Natural Resources has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Sincerely,

Charlene Unoki
Assistant Administrator

LINDA LINGLE
GOVERNOR

BRENNON T. MORIOKA
DIRECTOR

Deputy Directors
MICHAEL D. FORMBY
FRANCIS PAUL KEENO
BRIAN H. SEKIGUCHI
JIRO A. SUMADA

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

IN REPLY REFER TO:

STP 8.0118

June 2, 2010

RECEIVED JUN 09 2010

Mr. Glenn T. Kimura
President
Kimura International Inc.
1600 Kapiolani Boulevard, Suite 1610
Honolulu, Hawaii 96814

Dear Mr. Kimura:

Subject: Waimea Trails and Greenways Share Use Path
Draft Environmental Assessment (DEA) – Early Consultation (EC)

Thank you for requesting the State Department of Transportation's (DOT) review of the subject project, which proposes to pave the 4.5 mile path which follows the course of the Wailoloa Stream. The shared use path begins at a future County park (former Clark property) opposite the South Kohala View Estates subdivision and ends at Church Row in Waimea Town on the east.

1. Given the location of the shared use path, DOT does not anticiapte any significant, adverse impacts to its transportation facilties.

2. However, the optional segments and alternative paths may impact DOT highways facilities, Kawaihae Road and Kohala Mountain Road. The DEA should assess the impacts to State highway facilities and address issues such as, but not limited to, access improvements, interaction of project generated traffic, foot and non-motorized traffic with vehicle traffic and traffic safety controls measure.

DOT appreciates the opportunity to provide comments. Please provide four (4) copies of the DEA when it is available. If there are any questions, please contact Mr. David Shimokawa of the DOT Statewide Transportation Planning Office at telephone number (808) 587-2356.

Very truly yours,

BRENNON T. MORIOKA, Ph.D., P.E.
Director of Transportation

LINDA LINGLE
GOVERNOR OF HAWAII

RECEIVED
LAND DIVISION
2010 JUN 21 P 1:50
DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUJI
FIRST DEPUTY

KEN C. KAWAHARA
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
601 KAMOKILA BOULEVARD, ROOM 555
KAPOLEI, HAWAII 96707

June 16, 2010

LOG NO: 2010.1049
DOC NO: 1006MD04
Archaeology

MEMORANDUM

RECEIVED JUN 23 2010

TO: Charlene Unoki, Assistant Administrator
DLNR Land Division

FROM: Nancy McMahon, Deputy SHPO/State Archaeologist and Historic Preservation Manager

State Historic Preservation Division Nancy A. McMahon

SUBJECT: **Chapter 6E-8 Historic Preservation Review –**
Early Consultation for an Environmental Assessment for Waimea Trails and Greenways Project
Lalamilo Ahupua'a, South Kohala District, Island of Hawai'i
TMK: (all, por.) (3) 6-5-003:004, 005, 007 & 044 and 6-6-003:006 & 013

Thank you for the opportunity to comment on the aforementioned project, which we received on May 21, 2010. We apologize for the delay in our reply.

Archaeological sites are present within the project area. An archaeological inventory survey has been prepared (*Yucha, Shideler and Hammatt 2009*) and we have accepted it as final (*Log No. 2009.3316, Doc No. 0909MD12*). However, the preservation plan we requested in September 2009 has not yet been received by our office. We recommend no ground-altering construction begin until this plan has been reviewed and accepted by SHPD.

If you have questions about this letter please contact Morgan Davis at (808) 933-7650 or email morgan.e.davis@hawaii.gov.

Leslie Kurisaki

From: Fowler, Margaret - Kamuela, HI [margaret.fowler@hi.nacdnet.net]
Sent: Wednesday, March 17, 2010 2:17 PM
To: 'lkurisaki@kimurainternational.com'
Subject: Waimea Trails and Greenways

Aloha,

I called the project coordinator and she was not in, when I hear from her I should be able to give you some more details. The land we have proposed our project on is directly behind the Waimea Shopping Center, behind and on the Kona side of KTA. What we have proposed is a stream bank stabilization and restoration project, so if I understand Trails and Greenways plan they are proposing a paved trail next to the stream. If it is not too close to Waikoloa Stream it will not affect our project at all. Anyway we will keep in touch and go from there. Thank you for returning my call.

Mahalo,

Margaret Fowler, Mauna Kea Soil & Water Conservation District

Leslie Kurisaki

From: Clemson Lam, Architect [c.lam4@hawaiiantel.net]
Sent: Tuesday, March 30, 2010 2:34 PM
To: Chris Robb
Cc: Glenn Kimura; Leslie Kurisaki; Bobby Command
Subject: Chris Robb comments

Thanks Chris for that feed back. This is important that the consultant hear from you about this issue and I will forward it to him. He is required by the rules of the NEPA EA to look at alternative routes and to evaluate them. Your input will be a heavy weight in the final decision. The exercise that we went through on Wednesday night was to help him (who knows not much about our community) to get information from people who do.

Clem Lam

Clem,
I was a liitle shocked at last weeks meeting regarding this trail EA. Why was the community allowed to pick our route of choice? I saw at least two tables with the route right thru my farm . This is not an option, regardless of what Margaret Wylle and her group thinks the farm lots are not available, for trails, roads or what ever. I don't know if you are aware of the food safety regs coming into play , eg a trail user is walking their dog ,it chases birds in my fields ,it craps on my crops, i am quaranteened, or sued if someone gets sick. Who will be responsible? You guys, the county, the individual who owns the dog? The lalamilo farmers just want to do our thing without outsiders dictating our every move. Or jeopordizing our future, we are part of a sustainable Big Island. Just stay out of our Kuleana

Aloha , Chris--- On **Mon, 3/22/10, Clemson Lam, Architect <*c.lam4@hawaiiantel.net*>** wrote:

From: Clemson Lam, Architect <c.lam4@hawaiiantel.net>
Subject: Re: Waimea Trails
To: "Chris Robb" <crobb50@yahoo.com>
Date: Monday, March 22, 2010, 6:40 PM

Thanks Chris

Clem,
Another EA? Clem aren't there any rich people in Waimea who can underwrite this project? I understand that with a federal grant you have to have a trail wide enough for an ambulance? How absurd, this community has plenty of ultra rich people , pass the hat!
i hear some of those richie's down the coast would love to help but they havn't a clue where to go. They are the recipients of the stimulus, not the common man , hit em up!
i will try to be there. I did see your missed call, i set this new fax machine up wrong i guess, will get it squared away..

Chris

--- On **Mon, 3/22/10, Clemson Lam, Architect <*c.lam4@hawaiiantel.net*>** wrote:

From: Clemson Lam, Architect <c.lam4@hawaiiantel.net>
Subject: Waimea Trails
To: "Chris Robb" <CROBB50@yahoo.com>
Date: Monday, March 22, 2010, 5:54 PM

Hi Chris,

Tried calling over the week end but just got a fax tone. I wanted to make you aware of a meeting this Wednesday by the consultant who is doing the EA for the trail - that's right Another EA - this time a federal level one.

Clem Lam

Leslie Kurisaki

From: Bob Hunter [robert.m.hunter@hawaiiantel.net]
Sent: Thursday, March 25, 2010 12:39 PM
To: lkurisaki@kimurainternational.com
Cc: bcommand@co.hawaii.hi.us; 'Clemson Lam, Architect'; 'Komata, James'; 'Sherman Warner'; 'Hoffmann, Pete'
Subject: WT&G EA
Attachments: south-kohala-cdp-trail-ideas.pdf; bike-and-pedestrian-improvement-projects-from-Waimea-final-traffic-circulation-study-report-2Apr2008[1].pdf; lalamilo_kuleana_label.jpg

Glenn and Leslie,

Congratulations on the successful public meeting. Please let me know what the link to the webpage containing your presentation is and I will post it on the WCA website.

Attached are portions of documents and below are links that you might find useful. Hopefully, they will put your project into the "big picture" of other pedestrian and bike paths envisioned for our community.

I will put a CD of large files (presentations, photos, etc.) in the mail to you. Bobby, Clem and James, please give me your mailing address if you would like a copy. Feel free to use them in any way you wish.

http://www.hcrc.info/community-planning/south-kohala-cdp pedestrian, bike and horse trails are a major focus of the South Kohala CDP; it calls for complete streets that accommodate all forms of transportation (see attached pages for trail ideas)

http://www.waimeaplan.org/documents/Waimea-final-report-2Apr2008.pdf the Waimea Traffic Circulation Study sets out pedestrian and bike paths (see attached pages)

http://landscape.ced.berkeley.edu/~nino/report.html Nino Walker's report and especially his boards contains lots of trail ideas; they also show where large increased in homes will occur in our community

http://waimeaplan.org/ this website was created to facilitate the CDP process and has not been updated lately; particularly relevant pages are:

http://waimeaplan.org/issues/trails/index.html

http://waimeaplan.org/issues/roadways/index.html

http://waimeaplan.org/issues/roadways/town_center_connectors.html

http://waimeaplan.org/issues/roadways/lalamilo_connector.html

http://waimeaplan.org/issues/parks/index.html

http://waimeatown.org/?page_id=296 this web page has a link to a presentation that describes the proposed district/regional park; it also contains links to local attractions that could be trail destinations

http://uakoko.org this web site contains stories about our landscape that could be used on kiosks along the trail

http://olapa.org - this is the website of an open space and trails advocacy group

http://www.pathhi.org/?page_id=196 I understand that PATH has received a grant to research how Old Government Rd (now called Pu'ukapu Trail?) might be integrated into our community trail network; it extends from the end of WT&G at Church Row east to the DHHL hall.

Thanks for doing such great work.

Aloha,

Robert M. (Bob) Hunter, Ph.D., P.E.
65-1116 Hokuula Rd.
P.O. Box 2709
Kamuela, HI 96743
cel 406-581-2234
fax 866-740-4144 toll free
bob@webpatent.com
www.webpatent.com

Leslie Kurisaki

From: Margaret Wille [margaretwille@mac.com]
Sent: Sunday, May 23, 2010 1:33 PM
To: Leslie Kurisaki
Subject: Trails and Greenways public input

Attachments: TGW notes to Kimura Intern..doc; ATT00043.txt; ROAD RESERV.jpg; ATT00046.txt; Parker School.Signed Agreement.pdf

TGW notes to mura Intern..do | ATT00043.txt (105 B) | ROAD :SERV.jpg (92 K | ATT00046.txt (480 B) | Parker l.Signed Agreen

Leslie. CAn you give me a rough outline of the time points at which the public can comment? Are you requesting comments about the map alternatives that you have shown on this plan -- AT THIS TIME? I don' t have a copy of the letter you sent to CLem. Perhaps that letter explains.

Regards, Margaret Wille

For what its worth here are my comments --

Leslie

Don't have much time – so the following may be a bit sketchy... let me know if you don't understand something here.

What exactly is the progression of public input on the draft Waimea trails and Greenways plan..

For your information, I mention some ways I would correct or add on to your current draft

1. County Park by Transfer Station: The map should show the Lalamilo road reservation on this lot (and as well as the parker Ranch "cattle corridor" . The lalamilo road reservation then runs up the north side of the Lalamilo farm lots. That road reservation has not been extinquished. I filed an appeal on this. This Lalmilo roadway corridor is referred to as key in the General Plan. (Both the Public Works Dept and the Planning Department opposed removing the road reservation)

If for some reason this road never happens I want to work to make it a trail at least.

I can send more info if you want.

I think your map should show an alternative route for the trail running right along the sandalwood side of this county area and not only crossing in the middle of the county lot and exiting between helco and public works.

I assume there will be a parking area here and links to Hele on and Waimea Shuttle buses and other alternative transport—bike racks etc.

2. Parker Ranch section of the easement from Kahawai St to Opelo Research station.

Revising the fence requirement here is one of three options that I am negotiating on with parker Ranch. I do not know if Parker Ranch will agree to this Trails and Greenways option – but I will know that within a week. [to eliminate the fencing requirement that is supposed to go on the north –Kohala side – of the stream. I asked that Parker Ranch put it on their side of the stream.]

3. Where the current plan proposes to cut many of the eucalyptus trees along the stream, I think there should be an alternate route (or second route) – that provides for the ADA traffic to go out to a sidewalk along the road, and keep the trail along the stream very narrow – even if bikes must be walked. So the alternative here would be having the one wide path that requires taking out a significant number of these (environmentally important/esthetically important) trees, and the other alternative is a narrow trail through the trees, with an second route available for the ADA or wider trail traffic that would thereafter rejoin the trail. Clem mentioned this possibility once years ago.

4. The Paniolo/WAimea Inn problem area.

I suggest putting in a second route that would cross the stream from the Parker School property on to the KTA rear parking lot. This would bring the trail out to the highway and one would cross the main intersection at the street light – as you now have anyway.

Eventually it would be good if both of these options were available.

I encourage pedestrian access from the KTA shopping center parking lot because it would provide reasonable access to Parker School from Mamalohoa drop off point (and is safe because so visible there) .

I still encourage pushing for access across the Paniolo Inn area.

5. While on the South Kohala CDP steering committee I strongly pushed for trails around Waimea and around South Kohala – you will see such a reference if you are familiar with the CDP.

I am interested in also having a trail on the Kohala side of the Kawaihae road (some day)... so I was interested in your proposed alignment over there.

THANKS FOR ALL OF YOUR WORK.

Margaret Wille

Whereas the Hawaii County Planning Commission requested Parker School seek "consensus" with Community concerns relating to its proposed campus expansion and enrollment increase, Parker School (hereafter PS) agrees to the following conditions, which conditions shall be included in the Amended Use Permit:

1. Waikoloa Stream Trail. Parker School agrees to transfer to Hawaii County a permanent public easement along the full length of its property on the westerly side of Waikoloa stream for use as a trail/pathway (hereafter Waikoloa Stream Trail), for non-vehicular uses, at no cost to the County. PS agrees for this easement to be at least 30 feet wide, not including the streambed and stream bank, except at the narrowest point by the Pu'uki Road property where the easement may be narrowed to 15 feet, to the extent this decreased width is necessary to provide adequate room for the PS campus trail. The exact location of the easement shall be determined by the County in consultation with Parker School, taking into account environmental and design factors such as the location of the floodplain, significant vegetation along the stream bank, reasonable stream crossing locations to link with the other segments of the proposed Trail, and so as to minimize the need for stream bank hardening. This public easement will not include public access across PS's Lindsey Road parking lot to Lindsey Road, unless agreed to by PS. Upon request of the County, PS shall submit to the County a signed easement deed containing the easement description for a non-vehicular public easement and metes and bounds survey consistent with the above terms, and shall make the easement deed available to the public.

2. Seeking Access Points onto Waikoloa Stream Trail. PS agrees to participate with PATH and other community organizations, and with neighboring property owners, to locate access points to the Waikoloa Trail easement corridor in order to provide public access to this Trail from Mamalahoa Highway and Lindsey Road, e.g. across from Church Row, across Paniolo Inn property, and across the adjoining KTA parcel located on Mamalahoa Highway. Also at no cost to the County, PS agrees to provide additional public easement corridors for non-vehicular uses, of a similar width, across and on the east side of the stream to accommodate future access points to connecting segments of this Waikoloa Stream Trail.

3. Enrollment Limitation. PS agrees to limit enrollment in the portion of the campus within the use permit area (elementary and middle) to 300 students, and agrees the combined limit for the entire PS campus shall be 450 students.

4. Gym Size Limitation. PS agrees to limit the proposed school gymnasium to a

CS MW.

250-seat capacity. PS agrees to limit outside use of this the gym and the playing fields to weekends, and holidays, and after 6 p.m, unless arrangements are made to accommodate traffic elsewhere (i.e. satellite parking) or by way of arranged bus services, with the exception of minimal additional traffic if prior to 6 p.m. If any after school activity or activities in the use permit area includes persons other than PS students, and may result in 15 or more vehicles arrivals prior to 6 p.m., satellite parking is always required. Community use of the gymnasium will be limited to organized sports up to three times a week (on weekdays: only between 5:00 p.m. and 9:00 p.m.).

5. Traffic Mitigation and Pedestrian Safety Requirement. Prior to increasing its current enrollment capacity, PS shall take such measures as necessary to ensure that as a result of increased enrollment in the use permit area, there is no substantial increase in traffic congestion above current conditions on the roads adjacent to the campus and that there is adequate provision made for safe pedestrian access onto campus, including by way of the following conditions:

a.) Bus shelter: PS agrees to provide funds for a complete Hele-On bus shelter to be located on the north side Kawaihae Road be in a location and at a time specified by the Mass Transit Agency and/or Department of Public Works (PW).

b.) Raised pedestrian crosswalk(s): PS agrees to replace the existing crosswalk across Lindsey Road with one possibly two, six-foot wide raised crosswalk at a location to be determined by PW. PS agrees to pay for the cross walk(s) according to specifications directed by the County. The raised crosswalk(s) shall also be marked for maximum visibility by vehicular traffic as directed by PW, at no cost to the county. Parker School agrees to construct the raised crosswalk(s) before or concurrently with the Lindsey/Kapiolani Road sidewalk construction described in 5.d. Alternatively, to expedite completion of these crosswalks, if agreed to by PS and Public Works, PS shall pay the County the cost of two raised crosswalks (up to the amount of $10,000.) so that the County can undertake this construction as soon as possible.

c. Sidewalk entrances onto PS campus: PS agrees that pedestrian entrances onto PS campus shall be separate from vehicular driveway entrances including at the following locations: pedestrian access from the Lindsey Road sidewalk adjacent to the Lindsey Road PS parking lot; pedestrian access from future Kapiolani Road sidewalk to the proposed Middle school building and the Kapiolani Road campus generally, which sidewalk shall be located northerly of the existing Kapiolani Road PS driveway entrance; and a separate pedestrian access way at the north end of the campus (near the existing warehouse and driveway entrance).

d.) Sidewalks on adjacent streets: PS agrees to construct sidewalks with curbs and gutters on the east side of Lindsey Road to Kapiolani Road and around the corner at Kapiolani and on Kapiolani Road, at no cost to the County. The

CS MW.

sidewalk on Kapiolani Road shall extend from Lindsey Road to a point north of a campus sidewalk entrance to be constructed between the present PS driveway and the private home at 65-1145 Kapiolani Road. The PS property boundary beyond that northerly sidewalk entrance shall be blocked from campus access, such as by way of a 5-foot plus high landscaping hedge. Unless required by the County, the sidewalks along Kapiolani need not be of customary width if a narrower width is reasonable and avoids relocating telephone polls and/or minimizes removal of landscaping along the abutting private properties. The road improvements shall be carried out meeting with the approval of PW at no cost to the County, including for pavement widening, concrete curbs, gutter, and sidewalk construction.

e.) Northend Campus Access: PS agrees to provide an on-campus sidewalk entrance for pedestrians and bicycles from the north end of campus that is separate from any vehicular entrance. However so long as PS does not use the warehouse/storage building at the north end of campus for classroom use, PS is not required to provide a sidewalk on Kapiolani adjacent to this PS property boundary.

f.) Relocate Lindsey Road pick-up/drop-off location: As determined by PW, PS agrees to relocate the Lindsey Road pick-up/drop-off zone an additional distance form the intersection with Kawaihae Road so there is no interference with traffic turning onto Lindsey Road and no interference with turning traffic on to Kapiolani, and no queuing of traffic in the traffic lane, and in a manner to avoid interference with private driveways. PS also agrees to provide the cost to re stripe the road consistent with the revised drop off area.

g) Active traffic management: PS agrees to active manage the Lindsey Road drop off zone during morning drop off and afternoon pick-up periods in a manner designed to prevent congested traffic on this road, prevent queuing of vehicles, and to provide for the safe passage of pedestrians and cyclists. PS agrees to provide for a corresponding pedestrian entrance onto campus as well as to comply with any restrictions required by PW related to this condition. PS also agrees to implement active traffic management measures to direct traffic and facilitate parking during special events, such as by hiring special duty officers or parking attendants. PS agrees to begin active traffic management within 6 months of approval of this use permit application.

h.) Safe access onto Lindsey Road: PS agrees to work with PW to improve the safe entrance and exit from its Lindsey Road parking lot, including by providing pedestrian access locations separate from the vehicular driveway and by providing signage to deter use of the driveway for pedestrian access. PS agrees to implement these proposed changes, for access into and out of the PS campus, within 6 months of approval of this use permit application. Parker School agrees to not increase the capacity of the Lindsey Road parking lot.

MW · CS

i.) On-campus pick-up/drop-off for Kapiolani Street traffic: PS agrees to take affirmative steps to require on campus pick-up/drop-off for all Kapiolani Road campus traffic and to take affirmative steps to deter PS vehicular traffic from traveling north beyond the Kapiolani campus driveway.

j. Mitigation of Impacts To Pu'uki Road. PS agrees to take affirmative steps to deter pick-up/drop-off on and parking along Pu'uki Road and Kapiolani Road.

k) Street signage: As determined by PW, Parker School agrees to posting speed limit and "No Parking" signs on Kapiolani Road along the PS property boundary north as far as the block of private homes at 65-1145 Kapiolani.

l.) Street lighting: To the extent not already in place, install street lighting along the south side of Kapiolani and install any signage directed by PW.

m.) Recessed security gates: Any vehicular security gate(s) at County road approaches shall be recessed a minimum distance of 20 feet exclusive of gate swing from the County right of way, meeting the approval of PW.

n.) Ped-Bike Plan: PS agrees to create a pedestrian/bike path plan for access to and on the campus, including designation of access points from the surrounding sidewalks and the Waikoloa Stream trail. This ped-bike plan shall be drafted in consultation with PATH (People's Advocacy for Trails Hawai'i), and shall include a study identifying the number of students and faculty within walking/biking distance and include ways PS can encourage routine walking to school or in combination with use of the County bus systems. In drafting this plan, PS will identify necessary sidewalks, crosswalks, and bike lanes required to provide safe pedestrian and bicycle use. PS also agrees to provide bike shelters and bike racks at key locations (e.g. at the elementary, middle, and high school campus locations) in order to provide for bicycle traffic. PS also agrees to work actively to provide for more safe trails for pedestrians and bicycles around Waimea generally.

o.) Traffic Management Plan to Reduce PS Traffic Congestion: In addition to the Ped-Bike plan, prior to any increases in enrollment, PS agrees to implement a traffic management plan to reduce vehicular traffic including continuing staggered school start times, facilitating carpooling, and actively promoting use of the County bus system. As part of this plan, PS agrees to continue to support County and State traffic circulation projects that would reduce traffic congestion in the area of Parker School, as well as agrees to explore consideration of a round-about at the intersection of Lindsey and Kawaihae Roads and the Parker School driveway entrance and exit. PS also agrees to work with the state, county, community organizations, and other Waimea schools to address common traffic issues, and to seek grants and/or other assistance to optimize the availability of alternatives to single-family drop-off/pick-up during peak traffic periods.

M.M.C.S

p.) Parent education: Within 6 months of approval of this use permit application, PS agrees to engage in parent and staff re-education to encourage walking students to school, carpooling, and using the public bus systems, to effectively limit single-family automobile traffic. PS's parent education program will also address the conditions contained in this permit, as well as general consideration of non-PS road and park traffic such as ways to prevent blocking of private driveway entrances in the vicinity of PS.

q.) Supplemental traffic accommodation measures: To counter foreseeable additional traffic from the proposed enrollment increases at the elementary and middle school facilities, PS also agrees to provide effective incentives to its PS population (student, staff, parents, and guests) in order to maximize use of alternative modes of reaching the campus (e.g. walk, carpool, bus, bike) and to provide satellite drop off/pick up locations from which PS will provide PS bus service and/or a "walking bus" program to the campus.

6. Plan Approval for buildings and facilities. Plan approval shall be required when any proposed or existing building is to be constructed or remodeled within the use permit area. At such time as a plan approval application is submitted for construction of the gym and/or the middle school building, sufficient on site parking shall be required to accommodate all school vehicles. Additional parking, above the minimum required in the Zoning Code may be required by the Planning Director during plan approval to achieve this result. Plan approval criteria shall include consistency with the Waimea Design Plan and the South Kohala Community Development Plan concerning building design criteria and will include environmentally sensitive design features, such as light-colored roofs. Particular consideration shall be given to minimize visual and noise impacts on neighboring properties, including during construction. In the event that additional plan approval is not required for construction of the outdoor playing fields and accessory structures, landscaping buffers shall be constructed to create a "noise buffer" for adjacent neighboring properties. A copy of the Plan approval application shall be made available to the public, and neighboring property owners shall be notified and consulted in order to minimize visual and noise impacts.

7. Additional Traffic Study Required: As part of the Plan Approval for the proposed new Middle School and the Gym, PS shall submit a revised traffic study (TIAR) or equivalent Traffic Management Plan along with a traffic management plan, in a form determined by PW. The required traffic study shall be based on the traffic circulation conditions and improvements that exist or are anticipated within the next year, and taking into account improvements and traffic related programs to be implemented by PS within the coming year. The traffic study shall consider the impact of the adult education program (or educational use of the "warehouse", or any other school or community program) to the extent those programs operate on campus prior to 6 p.m. Mondays through Fridays. Regardless of the format used in any future traffic study, to determine whether there has been significant increase in traffic congestion, changes in traffic

MW CS

congestion shall be determined with reference to the current base line traffic level of service as represented in the traffic study submitted by PS to the Planning Department as part of its Use Permit application.

8. Annual report. PS shall submit an annual report to the Planning Department detailing compliance with the above conditions until the fifth year following completion of both the proposed gym and middle school.

. That report shall include:

a.) any new traffic mitigation efforts undertaken by PS or in partnership with community organizations and/or the County;

b.) PS efforts to preserve 'Waimea's "sense of place", including preservation of the natural areas and mature trees along Waikoloa stream;

c.) PS efforts relating to emergency preparedness and community resilience;

d.) PS efforts relating to environmental stewardship and sustainability – including as relates to:

1 incorporates water conservation measures;

2. avoids adverse impact to the quality of ground water and coastal waters;

3. incorporates LEED standards for buildings;

4. ensures compliance with outdoor lighting requirements to minimize light pollution;

5. supports water quality monitoring as needed;

6. incorporates measures to reduce likelihood of flooding, run-off and erosion;

7. incorporates alternative energy measures;

8. incorporates concepts of sustainability, including:

1. respect for the culture, character, beauty and history of Waimea;

2. takes into account environmental, social, and economic concerns;

3. respects the needs of future generations;

4. supports policies that promote food sustainability (e.g. includes landscaping of projects with fruit trees or other types of plants that provide food).

Leslie Kurisaki

From: Brenda LeClair [brenda@certifiedhawaii.com]
Sent: Monday, May 24, 2010 10:09 AM
To: 'Leslie Kurisaki'
Subject: RE: Waimea Trails & Greenways-Consultation for Environmental Assessment

Aloha Leslie,

Some of the homeowners of Sandalwood at Waimea subdivision called me with a couple of concerns that they have about the trail.

1. The land where the park is supposed to be build and where the trail will cross used to be a dump. A number of years ago a fire started below ground from combustion of the rubbish in the dump. The fire department had to monitor the fire for a few days before it was deemed to be out.
2. There will need to be a pedestrian bridge over the creek. The creek actually goes downhill in this area and is very fast moving. Has the bridge hasn't been fully studied and the will the cost of building it been fully realized?
3. What kind of security will be in place to safe guard the subdivision and prevent incursions by people using the trail.

Brenda L. LeClair, CMCA®
Account Executive
CERTIFIED MANAGEMENT, INC., AAMC
An **Associa®** Company
75-169 Hualalai Road
Kailua Kona, HI 96740
(808) 443-5984
FAX #: (808) 326-2486
www.brenda@certifiedhawaii.com

Associa® - the Nation's Leader in Community Association Management
Notice: This e-mail message is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Please virus check all attachments to prevent widespread contamination and corruption of files and operating systems. The unauthorized access, use, disclosure, or distribution of this email may constitute a violation of the Federal Electronic Communications Privacy Act of 1986 and similar state laws.

This communication does not reflect an intention by the sender or the sender's client or principal to conduct a transaction or make any agreement by electronic means. Nothing contained in this message or in any attachment shall satisfy the requirements for a writing, and nothing contained herein shall constitute a contract or electronic signature under the Electronic Signatures in Global and National Commerce Act, any version of the Uniform Electronic Transactions Act or any other statute governing electronic transactions.

From: Leslie Kurisaki [mailto:lkurisaki@kimurainternational.com]
Sent: Friday, May 21, 2010 8:16 AM
To: 'Leslie Kurisaki'
Subject: Waimea Trails & Greenways-Consultation for Environmental Assessment

Aloha, Friends,

The County Department of Parks and Recreation is preparing an Environmental Assessment (EA) for the Waimea Trails and Greenways project, *Ke Ala Kahawai O Waimea,* and is conducting early consultation. The purpose of the early consultation is to solicit input from agencies and individuals regarding potential environmental issues or other concerns that should be addressed in the EA.

Leslie Kurisaki

From: Brodie Callender [brodiec@hawaii.rr.com]
Sent: Monday, May 24, 2010 3:28 PM
To: lkurisaki@kimurainternational.com
Subject: Waimea Trails & Greenways

Leslie – I am interested to find out more about the park between Sandalwood and the dump that's highlighted in your map. The entire trail concept is wonderful and having a park in that location is also a terrific plan. It sounds like the county has completely scrapped the proposed "connector road" that was slated for this same location? Is that true? If you're not sure please let me know who would be the best person to speak with about this....

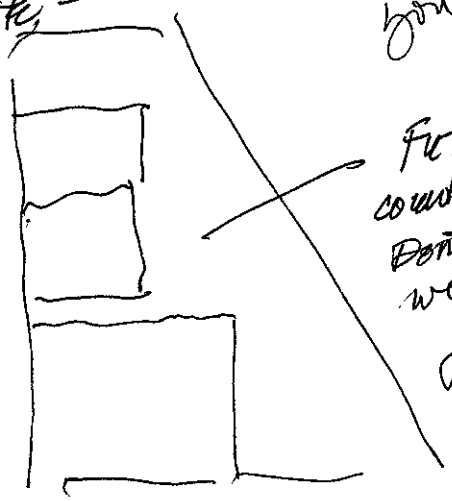
Thanks,

Brodie

Glenn-Rec'd. this comment. I'm not familiar w/ what she's talking about. How do you want to respond? (not a rush, but just thought you may be able to provide a quick answer)

Ok

I think she is referring to the lands behind the county refuse/ HEA site –



Future county park ~~Dont~~ Know status, we need to find out in the EA

Leslie Kurisaki

From: Brodie Callender [brodiec@hawaii.rr.com]
Sent: Tuesday, May 25, 2010 5:21 PM
To: 'Leslie Kurisaki'
Subject: RE: Waimea Trails & Greenways

I did some other checking around and from what I understand the county has not officially come out and said in writing that they are not going to do a connector road in this location but all indications say that they aren't going to do the road.. just too difficult... too many issues... The community is pushing the county to formally state...as fact...that they will not do any connector road at this location....

What information did you guys have that led you to believe that the land between the Sandalwood development and the Waimea transfer station could be park land? Be wonderful to see it be a park but what info do you have to support that concept?

Thanks very much for your time.

Brodie

From: Leslie Kurisaki [mailto:lkurisaki@kimurainternational.com]
Sent: Tuesday, May 25, 2010 4:47 PM
To: 'Brodie Callender'
Subject: RE: Waimea Trails & Greenways

Hi Brodie,

I checked with Glenn Kimura, and he said we're not sure of the status of the land you refer to. We will look into this further and address in the Draft EA. Thanks for your comment.

Leslie

Leslie Kurisaki
Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, Hawaii 96814
Phone (808) 944-8848
Fax (808) 941-8999

From: Brodie Callender [mailto:brodiec@hawaii.rr.com]
Sent: Monday, May 24, 2010 3:28 PM
To: lkurisaki@kimurainternational.com
Subject: Waimea Trails & Greenways

Leslie – I am interested to find out more about the park between Sandalwood and the dump that's highlighted in your map. The entire trail concept is wonderful and having a park in that location is also a terrific plan. It sounds like the county has completely scrapped the proposed "connector road" that was slated for this same location? Is that true? If you're not sure please let me know who would be the best person to speak with about this....

Thanks,

Brodie

Leslie Kurisaki

From: Bill Brilhante [bill@brilhantellc.com]
Sent: Monday, May 24, 2010 9:22 AM
To: brenda@certifiedhawaii.com
Cc: lkurisaki@kimurainternational.com
Subject: Re: FW: Waimea Trails & Greenways-Consultation for Environmental Assessment

Aloha,

I am hereby registering my opposition to this trails and greenway project through the Sandalwood Subdivision.

There are numerous public lands and trails available for this type of use and I strongly oppose having trails go through areas which i feel should be left as-is. I bought in this area because of the privacy and security of being in a somewhat restricted area.

I have three grand-daughters between the ages of 4 thru 11 and one of our primary concerns was to keep the children safe from pass through traffic. This is why people buy in cul-de-sacs and private roads - for the security of access and minimal traffic concerns.

To open up a trail to the general public in private areas is taking away private property rights.

I am totally opposed to this project.

Aloha,

Bill Brilhante

On May 21, 2010, **Brenda LeClair** <brenda@certifiedhawaii.com> wrote:

Brenda L. LeClair, CMCA®

Account Executive

CERTIFIED MANAGEMENT, INC., AAMC
An **Associa®** Company
75-169 Hualalai Road
Kailua Kona, HI 96740
(808) 443-5984
FAX #: (808) 326-2486
www.brenda@certifiedhawaii.com

Associa® - the Nation's Leader in Community Association Management

Notice: This e-mail message is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Please virus check all attachments to prevent widespread contamination and corruption of files and operating systems. The unauthorized access, use, disclosure, or distribution of this email may constitute a violation of the Federal Electronic Communications Privacy Act of 1986 and similar state laws.

This communication does not reflect an intention by the sender or the sender's client or principal to conduct a transaction or make any agreement by electronic means. Nothing contained in this message or in any attachment shall satisfy the requirements for a writing, and nothing contained herein shall constitute a contract or electronic signature under the Electronic Signatures in Global and National Commerce Act, any version of the Uniform Electronic Transactions Act or any other statute governing electronic transactions.

From: Leslie Kurisaki [mailto:lkurisaki@kimurainternational.com]
Sent: Friday, May 21, 2010 8:16 AM
To: 'Leslie Kurisaki'
Subject: Waimea Trails & Greenways-Consultation for Environmental Assessment

Aloha, Friends,

The County Department of Parks and Recreation is preparing an Environmental Assessment (EA) for the Waimea Trails and Greenways project, *Ke Ala Kahawai O Waimea,* and is conducting early consultation. The purpose of the early consultation is to solicit input from agencies and individuals regarding potential environmental issues or other concerns that should be addressed in the EA.

We are attached the Early Consultation letter that has been sent out, as well as a map showing the project area. The map may be printed at 11"x17".

Please send preliminary comments to us via mail or e-mail by June 14, 2010.

Thank you,

Leslie

Leslie Kurisaki

Kimura International, Inc.

1600 Kapiolani Blvd., Suite 1610

Honolulu, Hawaii 96814

Phone (808) 944-8848

Leslie Kurisaki

From: Thuy Fujimoto [fujimoto@hawaiiantel.net]

Sent: Tuesday, May 25, 2010 5:00 PM

To: 'Leslie Kurisaki'; Michael.Fujimoto@hpmhawaii.com

Subject: to Leslie Kurisaki from Mike and Thuy Fujimoto : our concerns RE: Waimea Trails & Greenways-Consultation for Environmental Assessment

Leslie,

Thank you for the information. As previously communicated, we, as owners on one of the homes bordering the stream in the Sandalwood Subdivision, have the following concerns:

1. The Waimea Trails and Greenways will be right in front of our house and significantly increase the level of noise and security risk to us and decrease our privacy. Privacy, security and quietness were the main reasons why chose our existing home in the Sandalwood Subdivision and had to pay a very high premium for these features.
2. Because of the above, the existence of these trails will have a very significant negative impact our quality of life and may adversely impact our property value.

We would appreciate your response and solutions to the above concerns. Please consider this email our formal comment regarding this project. Thank you and we look forward to hearing from you.

Mike and Thuy Fujimoto (Sandalwood Subdivision)
66-1453 Ko Uka Place
Kamuela, Hi 96743

From: Leslie Kurisaki [mailto:lkurisaki@kimurainternational.com]
Sent: Friday, May 21, 2010 8:16 AM
To: 'Leslie Kurisaki'
Subject: Waimea Trails & Greenways-Consultation for Environmental Assessment

Aloha, Friends,

The County Department of Parks and Recreation is preparing an Environmental Assessment (EA) for the Waimea Trails and Greenways project, *Ke Ala Kahawai O Waimea,* and is conducting early consultation. The purpose of the early consultation is to solicit input from agencies and individuals regarding potential environmental issues or other concerns that should be addressed in the EA.

We are attached the Early Consultation letter that has been sent out, as well as a map showing the project area. The map may be printed at 11"x17".

Please send preliminary comments to us via mail or e-mail by June 14, 2010.

Thank you,
Leslie

Leslie Kurisaki
Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, Hawaii 96814
Phone (808) 944-8848
Fax (808) 941-8999

Leslie Kurisaki

From: Thuy Fujimoto [fujimoto@hawaiiantel.net]

Sent: Monday, April 05, 2010 5:12 PM

To: 'Clemson Lam, Architect'; 'Glenn Kimura'; 'Leslie Kurisaki'; 'Bobby Command'; 'James Komata'; Michael.Fujimoto@hpmhawaii.com

Cc: 'Brenda LeClair'; 'Cheryl Langton'

Subject: [SPAM] RE: to Brenda LeClair, Clem Lam and Cheryl Langton : concerns re Waimea Trails and Greenways

Thank you, Clem, for your prompt response. We look forward to receiving the consultant and the county's response to our concerns. Mike and Thuy Fujimoto.

From: Clemson Lam, Architect [mailto:c.lam4@hawaiiantel.net]
Sent: Monday, April 05, 2010 4:36 PM
To: Glenn Kimura; Leslie Kurisaki; Bobby Command; James Komata
Cc: Thuy Fujimoto; 'Brenda LeClair'; Cheryl Langton
Subject: Re: to Brenda LeClair, Clem Lam and Cheryl Langton : concerns re Waimea Trails and Greenways

Hi Thuy and Mike,

Thank you for sending me your concerns. I will forward them to the consultant who is doing the environmental assessment so they can address your concerns.

In an informal way, however, I would like to offer my opinion of the research that our committee has produced from the years of working on this trail and hearing from others who have lived through trails coming to their community and adjacent to their homes. There have been quite a few case studies of this.
The loss of privacy may be an issue depending on your actual proximity to the trail. Trail users are normally traveling at a pace that does not allow them to much time to intrude. Barriers such as fences or plantings to screen your private areas may need to be incorporated into your landscaping much as you have done to screen yourself from adjacent neighbors or the entry access road.

I don't think there will be an increase in security risks. The trail is on the other side of the stream from the houses in Sandalwood and the more people who use the trail (and there will be more people living in Waimea as years go by) the more it will be self policing. An example of this is the Catholic Church in town – they welcomed the trail going behind their church because once it was cleared, the people who were sneaking back there no longer felt comfortable with people walking by and being so visible.

I don't think there should be any increase in noise. There will be no motorized vehicles allowed. I hope that people using the trail will not be talking so loudly that they will disturb the neighbors – it would be similar to people walking along the road in Sandalwood.

Again, these are my opinions and not necessarily the opinions of the County or the consultant.

I thank you for asking the questions.

Aloha,

Clem Lam

Brenda, Clem and Cheryl,
As homeowners at Sandalwood, our main concerns are as follows:

1. Loss of privacy
2. Increase in security risks
3. Significant increase in level of noise

We would be interested in how the above issues are addressed. Thank you and we look forward to hearing from you. Mike and Thuy Fujimoto

-----Original Message-----
From: Brenda LeClair [mailto:brenda@certifiedhawaii.com]
Sent: Friday, March 19, 2010 10:52 AM
To: Balbi Brooks (balbi_brooks@yahoo.com); Bill Maloney (bill@isleincentives.com); Cheryl Langton (clangton@hawaii.rr.com); Curtis Tyler (jct3kona@hawaii.rr.com); Elizabeth T Rice babs (123@hawaii.rr.com); Fran Tabor (frantabor@kp.org); George & Jaroleen Caspell (george@caspbell.cor); Gregory & Lynne Taylor (gregtaylormd@earthlink.net); Hugh & Judy Petersen (hgpsurf@hawaii.rr.com); James & Monique Allison (jallison@maryl.com); Kurt & Kate Nielsen (kurt@islandhomecapital.com); M/M Timothy Bennett (sunshine@mydestiny.net); Marcia Ann Burns (hibar3491@hawaii.rr.com); Michael & Thuy Fujimoto (fujimoto@hawaiiantel.net); Patrice Moynahan (bgm@hawaii.rr.com); Richard & Andrea Brklacich (brkconst@aol.com); Robert & Nancy Donigan (robert.donigan@hawaiiantel.net); Roger Harris (rharris@dtnhawaii.net); Steve Garon (garonzzz@aol.com); Wallace & Julie Kojima (kojimaw002@hawaii.rr.com); William & Dawn Aiona (kamakidawn@hawaii.rr.com); William & Paula Weathersby (weathersby@nexusgrp.com); William & Sandra Price (sandraprice@centurytel.net); William Brilhante (bill@brilhantellc.com)
Subject: FW: Waimea Trails and Greenways

-----Original Message-----
From: Cheryl Langton [mailto:clangton@hawaii.rr.com]
Sent: Friday, March 19, 2010 10:38 AM
To: Brenda LeClair
Subject: Waimea Trails and Greenways

Hi Brenda,

Could you please forward this on to our homeowners. Clem has worked very hard for years on this project and I wanted to give everyone in Sandalwood an opportunity to express their support and concerns.

Thank you,

Cheryl

Leslie Kurisaki

From: Carol Williams [carol@photographywest.com]
Sent: Friday, May 28, 2010 2:48 PM
To: lkurisaki@kimurainternational.com
Subject: Waimea trail

I just wanted to weigh in and say this is a wonderful project and terrific idea.

We need more places to walk and ride bikes safely, off the highway. Exercise is good for all ages and it will be a real asset to the community.

Thanks.

Carol Williams
North Kohala Homeowner

Leslie Kurisaki

From: Pamela Cushnie [pamcushnie@yahoo.com]
Sent: Tuesday, June 15, 2010 7:37 AM
To: Leslie Kurisaki
Subject: RE: reply from Pam Cushnie

Hi, and thank you for your prompt reply!

I can only imagine the number of projects you need to take care of, so don't worry about me at all. The apparent limited release of the map, the fact that the orange route was completely new to those of us living along Wai'au'ia Stream, and the concern that the planners seem to have no other realistic alternate routes got everyone in a tizzy.

Unfortunately, we are also getting slightly different versions of events from the 3 major players here...so it's best if everything is in writing. It's not the EPA process that worries us... it's the uncertainty of whom to trust for information.

Rumors of a circular route connecting the pink and orange path, land condemnation, stories of problems from other mainland pathways, etc. are all very worrisome. Different versions of ADA compliance levels, responsibility for path maintenance and supervision, the "care and planning" that went into the selection of the (highly unfeasible ...my opinion) orange alternative, and the very limited distribution list all make residents questions the legality, the time, the motives, and the public money already spent on this.

The appearance of the orange path, seemingly drawn on a map without any previous research or public notification, makes everyone worried that this will just be pushed through with Federal funds. Or that we will have to endure 15 years of "fact gathering and public testimony", leaving the orange option up in the air for decades of discussion.

Many residents would like to have this orange alternative dismissed as unfeasible as quickly as possible. I'm sure you're receiving comments from them.
Please let me know when that decision is made so we can go back to supporting the pink Sandalwood/Parker Ranch path.

(FYI: I might suggest that, in the future, when Mr. Kimura signs a letter for public distribution, he also types his name and title under his signature. I had no idea who had written the letter.)

Aloha, Pam Cushnie

--- On **Mon, 6/14/10, Leslie Kurisaki** ***<lkurisaki@kimurainternational.com>*** wrote:

> From: Leslie Kurisaki <lkurisaki@kimurainternational.com>
> Subject: RE: request for information from Pam Cushnie
> To: "'Pamela Cushnie'" <pamcushnie@yahoo.com>
> Date: Monday, June 14, 2010, 11:38 AM
>
> Hi Pamela,

Sorry for only getting back to you today...it's my first day back in the office after vacation. I understand that you spoke to Bobby Command about this, but I'd like to explain the process again. The map you refer to is not a "confidential map"—it is the map that was distributed during the early consultation process, and we are asking everyone (!) interested to provide comment. Please feel free to pass the map and the information to as many people as you can.

The federal environmental process (per the National Environmental Policy Act, or NEPA) requires that all alternatives be considered in the Environmental Assessment (EA). This is why the map shows various alternative routes—we are seeking public input on the options. If one or more alternatives have shortcomings, please point them out! This information will help us evaluate and compare the various alternatives, and discuss their impacts in the EA document. It will also help the County select a final alignment.

I hope this clarifies things. If you have questions, please e-mail or call.

Aloha,

Leslie

Leslie Kurisaki

Kimura International, Inc.

1600 Kapiolani Blvd., Suite 1610

Honolulu, Hawaii 96814

Phone (808) 944-8848

Fax (808) 941-8999

From: Pamela Cushnie [mailto:pamcushnie@yahoo.com]
Sent: Tuesday, June 01, 2010 12:58 PM
To: lkurisaki@kimurainternational.com
Subject: request for information from Pam Cushnie

Hello Leslie,

I am trying to get more information re: the "alternative" trailways path recently proposed for the Waimea Trailways plan. The alternative I have heard about is currently just drawn on a confidential map, and has not been released publically. As one of many homeowners impacted by this alternative path, I would like to know much more about the plan and your request for public input.

I spoke with Nancy this morning, and understand you are on vacation until 6/14, which is also your deadline for public input on the EA. I am trying to gather more information in the meantime from Parks and Rec. and Clem Lam, but we are concerned about this lack of access to information about the "alternate" route.

If you are reading your office email, could you please explain to me how we are to respond if we don't know all the details. I will forward any information from you to the other participants.

Many thanks for your assistance. Pamela Cushnie 885-3521 Big Island

Leslie Kurisaki

From: ross fulmer [rfulmer@hawaiiantel.net]
Sent: Wednesday, June 02, 2010 3:31 PM
To: lkurisaki@kimurainternational.com
Subject: Waimea Trails path

Ms. Kurisaki, I keep hearing that the path is going to be 10 to 12 feet wide and paved. Is this necessary for a path? It sounds more like a road at that width. Is there a decent map of the route on line? I know people at the Nature Park are freaked that the state wants to remove a great number of trees so emergency vehicles can use the path. Is this true?
Thank you for your time. Ross Fulmer

Leslie Kurisaki

From: Jan Parks [janparks@mac.com]
Sent: Thursday, June 03, 2010 4:27 PM
To: lkurisaki@kimurainternational.com
Subject: Waimea Trails

Leslie -- Our property in Waimea is included in the alternate route for the trail. We would be opposed to having the trail run through our property and have people walking on the lower portion of our parcel. We believe it would be a liability to us and we would have people wandering up our hill, etc.

Thank you

Jan and Jerry Parks 65-1508 Kawaihae Road Kamuela Hawaii

sent via email
6/4/2010

June 4, 2010
To : Kimura International, Inc.
From : Eunice and Roy Saito
P. O. Box 233
Kamuela, HI 96743
Residence: 62-2016 Mahua St.
Kamuela View Estates
Kamuela, HI 96743
Re : Waimea Trails and Greenways Project

Please consider these comments in your environmental assessment for the trails project Ke Ala Kahawai O Waimea. It is our understanding that the proposed route for the project stretches from Church Row to opposite Kamuela View Estates. We were just made aware that an alternate route of the path has been proposed. The latter option ends in our subdivision, Kamuela View Estates.

We prefer the **original proposal** for these reasons:

1) It appears to be safer for trail users. From what we can determine, the alternative route will require hikers to cross the busy highway at points that will probably not have any traffic signals.
2) It appears to have a lower impact on homeowners, since it skirts residential areas. One end point of the alternate route enters Kamuela View Estates, directly impacting residents. Our subdivision is not designed to accommodate increased parking by trail users.
3) It seems to minimize trespassing and maintenance issues, compared to the alternative. In the alternate route, trail users may start or end their hike in Kamuela View Estates. There is the potential of irresponsible hikers encroaching on private property and littering. There are no public sanitation facilities in the subdivision, so there is the additional risk of health issues.
4) It is a more suitable route in terms of natural aesthetics, since it generally follows the path of Waikoloa Stream.

We hope our comments sound valid to your group. Thank you for considering our input.

Leslie Kurisaki

From: Coxmaggie@aol.com
Sent: Tuesday, June 08, 2010 8:23 AM
To: lkurisaki@kimurainternational.com
Subject: Waimea Trails & Greenways Project

Aloha,
I am writing in regards to your request for comments regarding the proposal of an alternate route for the "Waimea Trail". The original plan for the trail to be from Church Road and then along the South/East side of Kawaihae Road down to S. Kohala View Estates still appears to be the most logical and safest route.

The proposed alternate route of crossing Kawaihae Rd at the Rodeo and then again past the y intersection up on Kohala Mtn Road are both extremely dangerous choices. Even crossing as one pedestrian is a difficult task due to both being blind curves.

My suggestion would be to enlarge the Kawaihae Rd shoulder to accommodate a bike/walking path along that stretch of highway.

Thank you for your time in considering my comments.

Sincerely,
Margaret Cox

Leslie Kurisaki

From: Miki Brand [mbrand@keck.hawaii.edu]
Sent: Tuesday, June 08, 2010 4:32 PM
To: LKurisaki@kimurainternational.com
Subject: Waimea Trails and Greenways ?

I am not pleased with what I hear is planned for my town of Kamuela, in Waimea.
I would rather see a bike lane or safer wider shoulders along the existing main road.
I agree that this plan curtails the beneficial uses of the agricultural lands it will condemn for recreational purposes for the noisy few.

Let's stop paving Paradise … Keep Waimea country!
Miki Brand (DHHL homesteader)

Leslie Kurisaki

From: Marc Kassis [mkassis@keck.hawaii.edu]
Sent: Tuesday, June 08, 2010 4:53 PM
To: LKurisaki@kimurainternational.com
Subject: Waimea Trails and Greenways

Dear Ms. Kurisaki

I strongly support the proposed Waimea Trails and Greenways project. Both the primary and the alternative paths described in the plan would be a wonderful addition to our Waimea community.

When the path is completed, my family and I will use the path to bike and walk to town. I will use the path to commute to work, and I know others in my neighborhood will as well. The trail is long overdue for this community as it provides a safe alternative to walking, biking, and running along the main roads of Waimea. I look forward to the path's completion.

Regards,
Marc Kassis

Leslie Kurisaki

From: Jim Lyke [jlyke@keck.hawaii.edu]
Sent: Wednesday, June 09, 2010 3:44 PM
To: LKurisaki@kimurainternational.com
Subject: Waimea Trails and Greenways EA -- early consultation

Dear Ms. Kurisaki,

I want to express my support for the proposed Waimea Trails and Greenways project. As a frequent pedestrian and runner in Waimea, I welcome safe alternatives to walking along the road and hope these trails will encourage parents to allow their children to walk to school. I encourage the Department of Parks and Recreation to ensure safe walking access to all Waimea schools.

Perhaps after the proposed trail has shown its benefits, we can extend the mixed use trail East to Lakeland.

Thank you,

Jim Lyke jlyke@keck.hawaii.edu
W. M. Keck Observatory (ph.) (808) 881-3673
65-1120 Mamalahoa Hwy (fax) (808) 881-3897
Kamuela, HI 96743

RECEIVED JUN 11 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd, Suite 1610
Honolulu, HI 96814
Attn: Leslie Kurisaki

From: Ohia Ku Homeowners Association
Ohia Ku Place
Kamuela, HI 96743

Date: June 9, 2010

RE: Waimea Trails and Greenways Project

Ohia Ku Homeowners Association is a private subdivision consisting of 5 - 5 acre parcels . We, the undersigned owners and residents of Ohia Ku, are opposed to the proposed alternate route for the Waimea Trails and Greenways project, Ke Ala Kahawai O Waimea, which appears to intersect Ohia Ku subdivision. We are opposed to any public trails or roads going through or on any property including all roads and easements in our subdivision. We strongly feel that it is a waste of taxpayers' money and your time to move forward with an EA that includes this proposed alternative route as a viable option. We do not intend to allow a public route pass through our private subdivision and ask that this option be dropped.

Sincerely,

Kurt Shively
LaDonna Shively

Kurt & LaDonna Shively
P.O. Box 2233 (62-1725 Ohia Ku Place)
Kamuela, HI 96743

Roberta Barlow

Roberta Barlow
P.O. Box 6808 (62-1726 Ohia Ku Place)
Kamuela, HI 96743

Drew & Michelle Medeiros
P.O. Box 2183 (62-1748 Ohia Ku Place)
Kamuela, HI 96743

Dr. John & Bev Dawson
P.O. Box 627
Kamuela, HI 96743

3-14-04

To: Kimura International, Inc.
1600 Kapiolani Blvd, Suite 1610
Honolulu, HI 96814
Attn: Leslie Kurisaki

From: Kurt & LaDonna Shively
P.O. Box 2233 (62-1725 Ohia Ku Place)
Kamuela, HI 96743

Date: June 9, 2010

RE: Waimea Trails and Greenways Project

We do not want the May7th Alternative Alignment to be considered as a viable option. We would like Ohia Ku Subdivision to be dropped from your list as a possible path and we have noted several reasons in this letter.

It is unreasonable to consider an alternate plan that includes crossing the highway in three different locations. Our roadways through Waimea are congested and having pedestrians and bicyclists crossing at these proposed sites would increase the congestion and jeopardize the safety of anyone using the roads and path. Wai'ua'ia river (see attached photo) is not a good choice as an alternative route. Putting a path along the river can be extremely dangerous. Part of this alternate route will be way too steep and strenuous of a path for the average Waimea resident. Why would this option even be considered? We feel that no further taxpayer money should be spent researching this option.

We support the original proposed path. From the town side of Sandalwood all the way down to South Kohala View Estates the original path does not require entering into private subdivisions (such as Sandalwood and Hawaiian Homes).

On the alternate plan you have the trail entering into three different subdivisions. The three subdivisions you have included in this alternate plan are likely to become congested with trail users trying to park their cars in the subdivisions to enter a certain leg of the proposed trail. The residents who paid hundreds of thousands of dollars to live in these subdivisions that are near the proposed trail should not have to sacrifice their privacy or their private properties for a path. It is called invasion of privacy and trespassing.

There are several signed shared roadway sections (see Kohala Mountain Road section). A call to the county official Bobby Command was very helpful, and he took the time to explain the consultation process. I mentioned to Bobby Command that crossing the highway at Ohia Ku subdivision would be very dangerous due to the fact our subdivision is coming off of a blind curve in both directions, up and down. The Kohala Mountain Road is very steep and the traffic travels way above the posted

speed limits.

If we were to allow (even with legal easements) the general public to walk through our private subdivision and across our property we would have to pay for greater house/theft/fire and liability coverage. Once you open a trail to the general public some will leave the trail and explore other areas close to the trail. Smokers cause fires and the terrain from Ohia Ku to Kamuela View Estates is an extreme fire hazard area.

This is Hawaii, not the mainland and if certain people insist they need a trail to walk or ride on then maybe they need to go and live in a city that can accommodate their needs. Why in the world would anyone want to ruin the privacy of the long time residents here for a few residents that keep pushing for WTC?

Also, why not just provide a path along the side of Kawaihae road; this would be a much quicker route for people needing to get into town for work, as well as a more practical route because it would not interfere with the entitled privacy of residences. We have thousands of cyclists riding on the Queen K Highway. Why does the WTC think this path needs to involve riding or walking on private lands? The state and county should be responsible for the general public, not private landowners.

Although you may be asking only for general public input, it places those of us living along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The sudden appearance of the orange trail adds a huge new dimension to your request for public comments. We are upset that every homeowner that owns property or lives near the proposed trail was not notified about this alternate trail, nor was this information made available to the public.

Some other concerns and issues we have are: pedestrian safety, ADA compliance, disturbance of the stream banks, higher insurance costs, privacy issues, noise, lack of law enforcement, cleanup of litter, burial site disturbance, brush fires, loose dogs running on the path necessitating new fencing along path boundaries, liability with parking issues, supervision and maintenance of the path, lack of transparency in disseminating information, and wasted taxpayer money.

We do not and will not support your inappropriate option as a possible alternative path. Please find another alternative route.

Sincerely,

Kurt and LaDonna Shively
62-1725 Ohia Ku Place
Kamuela, HI 96743

RECEIVED JUN 11 2010

June 3, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

<u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths</u>.

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

6/4/10 Sincerely, Alcy D. Johnson ALCY D. JOHNSON
Signature printed name

Waimea resident X
Land owner along stream X Yes ____ No
Phone number 885-4355

6/4/10 C R Budge C.R. BUDGE

Waimea resident
Land owner along stream ✓ yes ____ no
Phone # 885 4172

6/4/10 Corina Torres Corina Torres

Waimea Resident yes
Land owner along stream X yes ___ no
Phone Number 885-2705

6/4/10 Bernadine K Sylva Bernadine K Sylva

Waimea Resident yes
Land owner yes
Phone Number 885-2705

6/4/10 Brittney Harbottle Brittney Harbottle

Waimea Resident yes
Landowner ___
Phone Number 885-2705

6/4/10 [signature]

Waimea Resident Harrison & Lynn Heen [signature]
Landowner yes
Phone Number 885-4914

June 3, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

RECEIVED JUN 1 1 2010

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths.

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention. Please stop spending our money foolishly! JS

Sincerely,

Jason Shively
Signature

Jason Shively
printed name

Waimea resident yes
Land owner along stream ✗ Yes ____ No
Phone number 936-7600

address: 62-1725 Ohiaku Place
Kamuela, Hawaii 96743

June 3, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

RECEIVED JUN 11 2010

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

<u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths.</u>

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely, Shannon Shively

Signature

Shannon Shively
printed name

Waimea resident yes
Land owner along stream X Yes ____ No
Phone number 415-717-1826

address: 62-1725 Ohia Ku Place
Kamuela, HI 96743

I agree with all of the above comments. we live in a private subdivision and paid lots of money to live here for that reason. I do not want to have to worry about my belongings getting stolen if there will be people trespassing in my subdivision, due to the alternate trail that you are proposing.

RECEIVED JUN 11 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd, Suite 1610
Honolulu, HI 96814
Attn: Leslie Kurisaki

From: Kurt & LaDonna Shively
P.O. Box 2233 (62-1725 Ohia Ku Place)
Kamuela, HI 96743

Date: June 9, 2010

RE: Waimea Trails and Greenways Project

We do not want the May7th Alternative Alignment to be considered as a viable option. We would like Ohia Ku Subdivision to be dropped from your list as a possible path and we have noted several reasons in this letter.

It is unreasonable to consider an alternate plan that includes crossing the highway in three different locations. Our roadways through Waimea are congested and having pedestrians and bicyclists crossing at these proposed sites would increase the congestion and jeopardize the safety of anyone using the roads and path. Wai'ua'ia river (see attached photo) is not a good choice as an alternative route. Putting a path along the river can be extremely dangerous. Part of this alternate route will be way too steep and strenuous of a path for the average Waimea resident. Why would this option even be considered? We feel that no further taxpayer money should be spent researching this option.

L.S. K.S. - We Don't support the original proposed path. From the town side of Sandalwood all the way down to South Kohala View Estates the original path does not require entering into private subdivisions (such as Sandalwood and Hawaiian Homes).

On the alternate plan you have the trail entering into three different subdivisions. The three subdivisions you have included in this alternate plan are likely to become congested with trail users trying to park their cars in the subdivisions to enter a certain leg of the proposed trail. The residents who paid hundreds of thousands of dollars to live in these subdivisions that are near the proposed trail should not have to sacrifice their privacy or their private properties for a path. It is called invasion of privacy and trespassing.

There are several signed shared roadway sections (see Kohala Mountain Road section). A call to the county official Bobby Command was very helpful, and he took the time to explain the consultation process. I mentioned to Bobby Command that crossing the highway at Ohia Ku subdivision would be very dangerous due to the fact our subdivision is coming off of a blind curve in both directions, up and down. The Kohala Mountain Road is very steep and the traffic travels way above the posted

speed limits.

If we were to allow (even with legal easements) the general public to walk through our private subdivision and across our property we would have to pay for greater house/theft/fire and liability coverage. Once you open a trail to the general public some will leave the trail and explore other areas close to the trail. Smokers cause fires and the terrain from Ohia Ku to Kamuela View Estates is an extreme fire hazard area.

This is Hawaii, not the mainland and if certain people insist they need a trail to walk or ride on then maybe they need to go and live in a city that can accommodate their needs. Why in the world would anyone want to ruin the privacy of the long time residents here for a few residents that keep pushing for WTC?

Also, why not just provide a path along the side of Kawaihae road; this would be a much quicker route for people needing to get into town for work, as well as a more practical route because it would not interfere with the entitled privacy of residences. We have thousands of cyclists riding on the Queen K Highway. Why does the WTC think this path needs to involve riding or walking on private lands? The state and county should be responsible for the general public, not private landowners.

Although you may be asking only for general public input, it places those of us living along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The sudden appearance of the orange trail adds a huge new dimension to your request for public comments. We are upset that every homeowner that owns property or lives near the proposed trail was not notified about this alternate trail, nor was this information made available to the public.

Some other concerns and issues we have are: pedestrian safety, ADA compliance, disturbance of the stream banks, higher insurance costs, privacy issues, noise, lack of law enforcement, cleanup of litter, burial site disturbance, brush fires, loose dogs running on the path necessitating new fencing along path boundaries, liability with parking issues, supervision and maintenance of the path, lack of transparency in disseminating information, and wasted taxpayer money.

We do not and will not support your inappropriate option as a possible alternative path. Please find another alternative route.

Sincerely, Kurt Shively
LaDonna Shively

Kurt and LaDonna Shively
62-1725 Ohia Ku Place
Kamuela, HI 96743

June 3, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

RECEIVED JUN 11 2010

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

<u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths</u>.

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely,

Roberta Barlow — Signature

ROBERTA BARLOW — printed name

Waimea resident ✓

Land owner along stream ___ Yes ✓ No

Phone number 885 7653

address:

PO Box 6808

I agree with everything in letter!

June 3, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

RECEIVED JUN 11 2010

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

<u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths.</u>

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely,

6/5/10 Alcy D. Johnson — Signature

ALCY D. JOHNSON — printed name

Waimea resident yes

Land owner along stream X Yes ____ No

Phone number 885-4355

address
P.O. Box 157
Kamuela, Hi. 96743

June 3, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

RECEIVED JUN 11 2010

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths.

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely, William B. Burke Jr William B. Burke JR

Signature printed name

Waimea resident ✓

Land owner along stream ___ Yes ___ No

Phone number 331-3104

B.B.

address: - I've noticed many survey's that never go anywhere and we pay for it.

June 3, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

RECEIVED JUN 11 2010

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

<u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths</u>.

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely, C R Budge — Signature

C.R. BUDGE — printed name

Waimea resident ✓

Land owner along stream ✓ Yes ____ No

Phone number 885-4172

65-15-46 A Kawaihae Rd
Kamuela, Hi. 96743

P.O. Box 1156
Kamuela, HI. 96743
June 10, 2009

Glenn T. Kimura, President
Kimura International Inc.
1600 Kapiolani Blvd.
Suite 1610
Honolulu, HI. 96814

RECEIVED JUN 1 2 2010

Dear Mr. Kimura,

I am writing to express my concerns regarding the alternative path for the town of Waimea's Trails and Greenways.

I have lived in Kamuela View Estates subdivision since 1986 and our home was the second one built in the community, so I feel I have my finger on the pulse of this community.

I have enclosed some pictures to illustrate my point. I have also produced a "DVD" but will have to send it to you at a later date.

First: Where are people, who want to use this, going to park their cars? On Ohina Street? In front of residences? Ohina is the main thoroughfare for the entire settlement. We have enough difficulty gaining access to Kawaihae Road and this endeavor will only magnify the traffic problem.

Note: Are you aware that Kawaihae Road, the main connection, is the one of the most heavily trafficked and deadly in terms of accidents in the state?

In addition, I take the free shuttle bus to work (in town) at least three days a week. Do you know how many people from my community ride the bus during peek work hours? Zero. Zip. Nada. I am skeptical that a pathway will encourage people to walk to work. Besides, to what businesses or commercial interests are you referring for a connection point ? As far as I can tell, HPA is the only employer along the entire alternative path.

Second. The map indicates some type of 'connection' from the 'shared use path' and the alternate route on Ohina. How do you propose to do this? Are we to run at break-neck speed, dodging traffic with families in tow? Park on Kawaihae Road?

Third. There are many gulches in the back drop. Last year a child fell to his death while exploring them. How will you prevent families/children from doing more of the same?

Fourth. Last year the county paid $475,000 due to fires in South Kohala. We have been in a draught for 3 years. If you look at the pictures I've enclosed, all it takes is one careless act, and we will not only lose our homes, but also our entire fragile ecosystem.

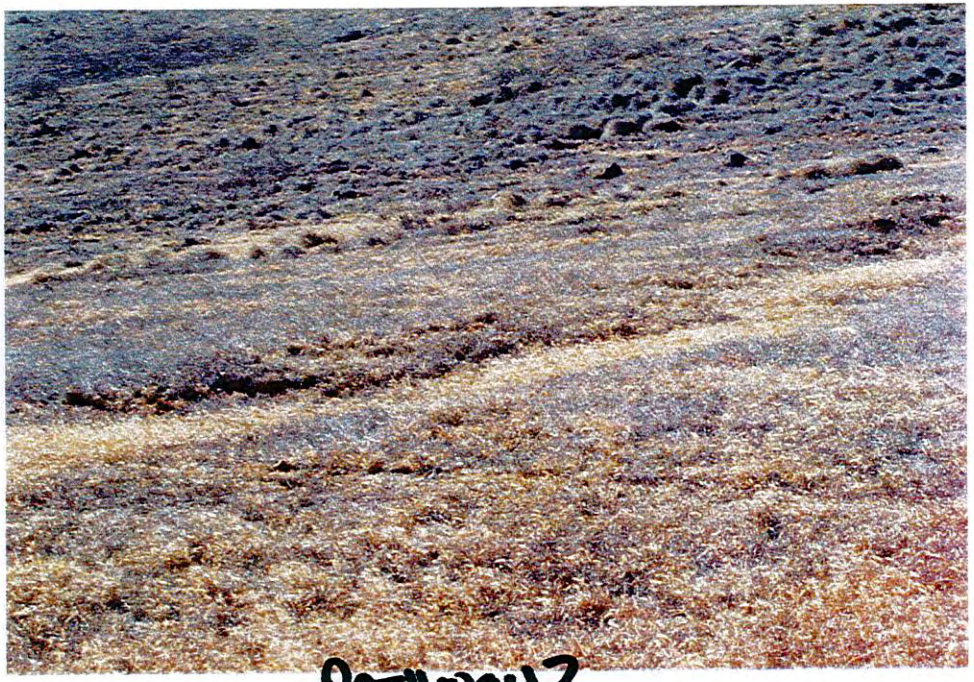
By the way, is this considered a 'nature path?' If so, what kind of 'nature' are you thinking of because there are no trees or wildlife to be seen.

Fifth. Approximately a half mile up the road from Ohina St. is Akulani St.
It is at this juncture that the stream diverts and when heavy flows occur, the water runs rampant and floods not only the road, but also the homes located in this subdivision. Granted, this has not occurred with regularity of late, but our county has been complacent in remembering the damage, especially if one notes the overgrown brush in the stream. Now I ask you, if the county can't manage to take care of this tiny portion of our stream bed, how can it take care of a pathway? Are you entrusting the citizens of the town to maintain its garbage and trash?
If so, good luck! You need to take a drive down Kawaihae Harbor and take note of the 'adopt- a- highway' litter lining our roads.

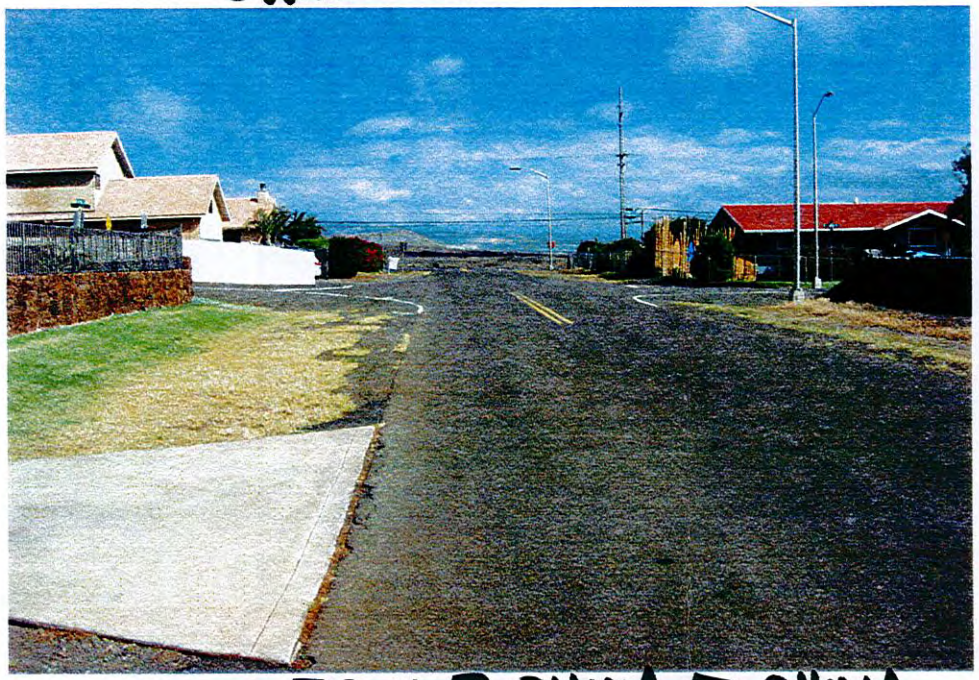
As an aside, I would also encourage you to talk with Big Island county (former) Mayor Harry Kim. Many years ago, while attending a Parker Ranch '2020' town meeting, Harry forewarned everyone in attendance, that building or changing the natural water paths along the Kohala Mountains, is flirting with disaster.
He said, (and I'm almost quoting verbatim) : "Noone should ever build houses or change the natural structural re-engineer on the mountainsides of Waimea."

Sincerely,
Elizabeth P. Bryson
62-1984 E. Ohina Pl.
Kamuela, HI. 96743

OHINA ST.



PATHWAY?



VIEW FROM E. OHINA → OHINA

PATHWAY WOULD END BETWEEN 2 HOMES on a main St.

View from across St → OHINA

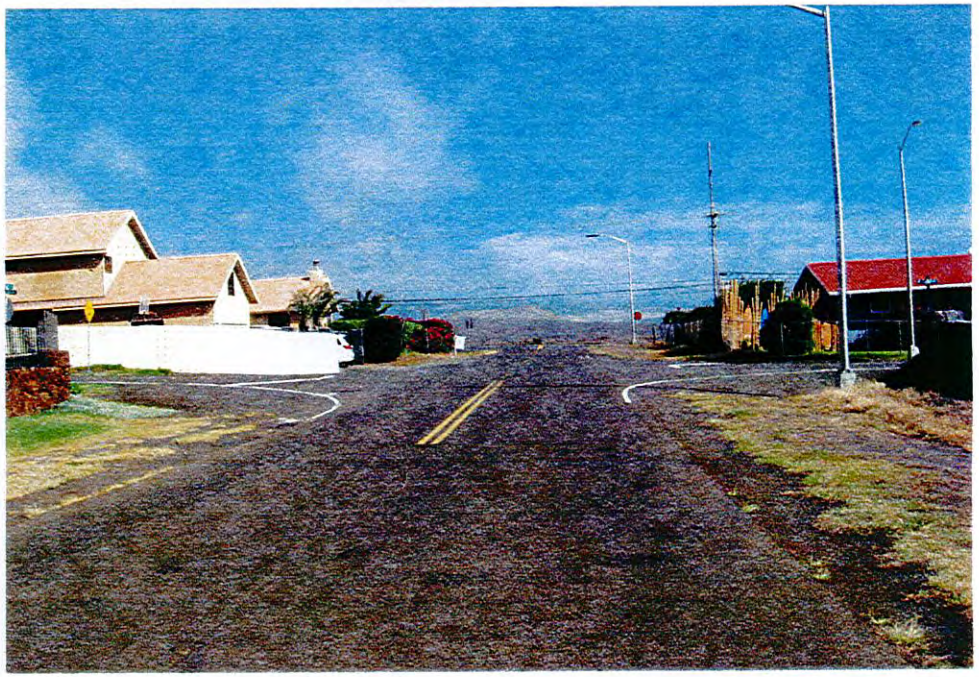
GULCHES

Kawaihae Rd → OHINA,
A DEADLY TURN

ALONG THE Kawaihae RD.
Shoulder

Severe dryness is a factor

View on OHINA TO Kawaihae

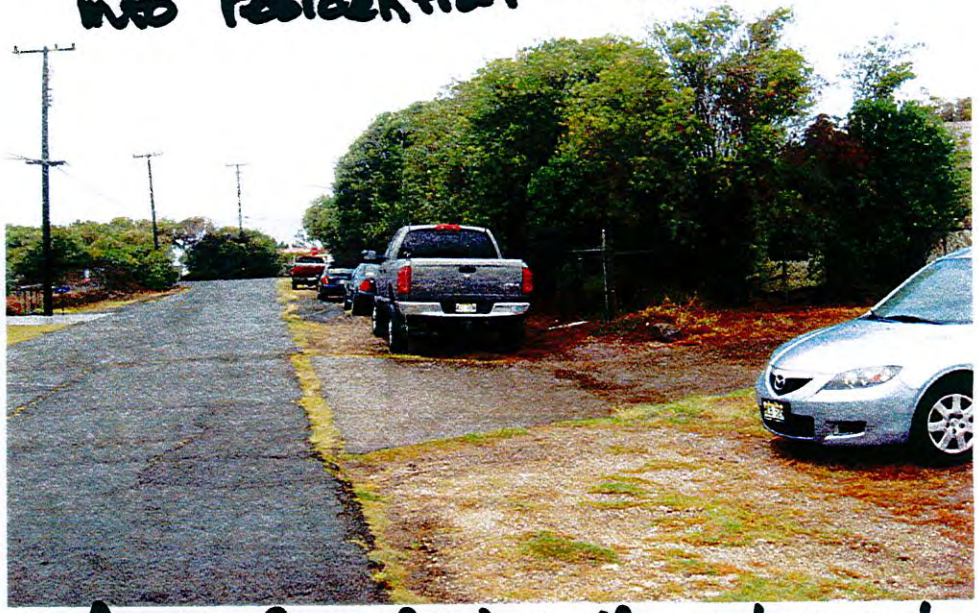


1 carless light and we COULD lose everything

Another view showing residences

Tree growing in stream

The water, with no place to go, finds its way along this street, into residential homes.



overgrowth

Across from Akolani the water rushes

June 3, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

RECEIVED JUN 11 2010

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

<u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths</u>.

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely, [illegible] Keoki Ewsan

Signature printed name

Waimea resident_____

Land owner along stream____Yes _____No

Phone number _____

address

June 3, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

RECEIVED JUN 11 2010

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

<u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths.</u>

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely, Katherine S. Erger — Signature

Katherine S. Erger — printed name

Waimea resident yes

Land owner along stream ___ Yes ✓ No

Phone number _____

address
66-1674 Wai'aka St.
PO Box 2534
Kamuela, HI. 96743

June 3, 2010

RECEIVED JUN 11 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

<u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths.</u>

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely, Steve N. Erger — Signature

STEVE N. Erger — printed name

Waimea resident Yes

Land owner along stream ___ Yes X No

Phone number 990 1003

address P.O. Box 2534
Kamuela HI
96743

66-1674 Wai'aka St.
Kamuela HI 96743

Keep the original trail as planned — Extremely high liability problems lurk on alternate path! The main thing you need to visualize, is a pathway away from housing, highways, etc. is one most people will enjoy using: the original trail path designated —

June 3, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

RECEIVED JUN 1 2 2010

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

<u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths.</u>

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely,

Signature

Tom Hickey
printed name

Waimea resident YES
Land owner along stream ___ Yes ✓ No
Phone number 938-3300

address: 65 1602 Kawaihae Rd.
Kamuela, HI. 96743

June 3, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

RECEIVED JUN 11 2010

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

<u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths.</u>

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely, [signature] Signature Lauren Hickey printed name 6/7/10

yes Waimea resident 65-1602 Kawaihae Rd address
Land owner along stream ___ Yes ✓ No
Phone number 640-6162

* Along with the items I agree to listed above, I would like to bring others to attention. One of the privileges we enjoy as waimea residents, is the opportunity to care for and house animals both big and small. Both of the homes I live in here in waimea are pet friendly: one dogs, one horses. In either case my animals would be exponentially effected by paserbys. my horses are skittish, my dogs are territorial. Putting a trail near my animals would —

not only cause distress to my pets, but may even frighten trail users, as we live in areas not usually "trespassed" by RANDOM individuals, and our animals may act accordingly. While our pets will cause no harm, they will bark incessantly (sp?) to alert us of "intruders". Not exactly pleasant.

Please see page 2 along with highlighted items.

June 3, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

RECEIVED JUN 14 2010

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Should it this go to public hearing?

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths.

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

* Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely, Darlene Turner — Signature

DARLENE TURNER — printed name

Waimea resident YES 66-1678 Waiaka St.
Land owner along stream ___ Yes X No -
Phone number 808-936-5355

* I used to live along the path from White Sands. Sab. to Magic Sands beach. The noise, drunkeness, litter, law enforcement issues along the path were horrible! Please do NOT do this close to our homes. I have a right for quiet enjoyment

June 3, 2010

RECEIVED JUN 14 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Inundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

<u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths</u>.

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely,

Signature _____ DAVID W. LOWNEY
printed name

Waimea resident _____
Land owner along stream ____ Yes ✓ No
Phone number 808-936-5355

June 9, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd, Suite 1610
Honolulu, HI 96814

RECEIVED JUN 1 2 2010

Re: Waimea Trails and Greenways Project
Ke Ala Kahawai O Waimea

Attn: Leslie Kurisaki

A few days ago, we were showed a map of the proposed shared use path with an alternative alignment that crosses Kawaihae Road in a couple of areas. We were surprised that this alternative route could be proposed without the residents whose properties might be impacted by this alternative route being personally notified of this possibility.

Having been made aware of this alternative route, we are objecting to it for safety reasons and because this pathway appears on the map to intersect our property or at least our subdivision (Ohia Ku) that is located on Kohala Mountain Road. This proposed route is unsafe and impractical because users will have to cross the busy Kawaihae Road at one point and then cross back over Kohala Mountain Road at another point. Kawaihae Road is busy at most times and crossing this road by path users will be very dangerous not only for the path users, but also for vehicles that may have to stop suddenly for path users crossing the road. The Kohala Mountain Road is narrow, visibility is sometimes poor, and vehicles tend to speed in both directions in the area that will need to have a crossing.

We are not exactly sure where the path goes through after crossing Kohala Mountain Road, but it does appear to cut through the boundary between our property and our neighbor's. We are concerned about liability; fences would have to be put up to discourage trespassing; and we are concerned about the impact on our privacy.

While we support the general idea of a path that goes from one end of town to the other, we feel that no further action should be taken to promote this particular alternative route as a viable option. We request that a better alternative route be found that is safer and would have less impact on private property. Thank you for your consideration of our concerns.

Sincerely,

John and Bev Dawson
P.O. Box 627
Kamuela, HI 9674
808-885-4311

Leslie Kurisaki

From: Eddie HERD [db4eddie@msn.com]
Sent: Thursday, June 10, 2010 7:49 PM
To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com
Subject: Waimea Trail and Greenway Project

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki,

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely.

As you know, we are all in a fight against the growing epidemic of childhood obesity. Having access to safe routes to walk or bike for our children can be a big part of the solution to this epidemic. Your support for this project and others like it across our wonderful state is greatly appreciated

Mahalo,

Edwin P. Herd, MD
Chief of Staff, Kona Community Hospital

The New Busy is not the old busy. Search, chat and e-mail from your inbox. Get started.

Leslie Kurisaki

From: Garry & Tanya Dean [gtdean@hawaii.rr.com]
Sent: Thursday, June 10, 2010 8:15 PM
To: lkurisaki@kimurainternational.com
Subject: Waimea trails and Greenways

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely.

Mahalo,

Garry Dean

Leslie Kurisaki

From: DanSabo [dsabo@hualalai.org]
Sent: Thursday, June 10, 2010 8:25 PM
To: lkurisaki@kimurainternational.com
Subject: Support for Waimea Trail

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely.

Mahalo,

Dan Sabo
Kailua-Kona, HI

Leslie Kurisaki

From: Toni Blair [joepowder@sbcglobal.net]
Sent: Friday, June 11, 2010 3:33 AM
To: lkurisaki@kimurainternational.com; gkimura@kimurainternational.com
Subject: Waimea Trail and Greenway

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely.

Mahalo,

Toni Blair
Kona, Hawaii

Leslie Kurisaki

From: Michelle Suber [michellesuber@mac.com]

Sent: Friday, June 11, 2010 7:09 AM

To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com

Subject: Waimea Trail and Greenways

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as a way for students to get to school safely.

Mahalo,
Dr. Michelle Suber

Nancy Nishikawa

From: Nancy Nishikawa [nnishikawa@kimurainternational.com]
Sent: Friday, June 11, 2010 2:30 PM
To: 'Krista Pearson'
Subject: RE: Undelivered Mail Returned to Sender/Waimea Trail and Greenway Project

Aloha Krista,

I have received your e-mailed message. Thank you for taking the time to provide comments on the Waimea Trails and Greenways project. Your input will be used in the planning process and help ensure a thorough review of potential impacts.

Nancy

Nancy Nishikawa
Kimura International, Inc.
1600 Kapiolani Boulevard, Suite 1610
Honolulu, HI 96814
Ph. (808) 944-8848
Fax (808) 941-8999

-----Original Message-----
From: Krista Pearson [mailto:kpearson@harbornet.com]
Sent: Friday, June 11, 2010 7:41 AM
To: nnishikawa@kimurainternational.com
Subject: FW: Undelivered Mail Returned to Sender/Waimea Trail and Greenway Project

Good Morning,

I attempted to send a message to Mr. Glenn Kimura in support of the Waimea Trail and Greenway Project. However, the e-mail address supplied by PATH on Big Island is undeliverable according to my web server. I found your e-mail address on an automated reply from Ms. Leslie Kurisaki.

I would very much appreciate the forwarding of my message to Mr. Kimura.

Thank you for your assistance,
Krista Pearson
Kailua-Kona

-----Original Message-----
From: Mail Delivery System [mailto:MAILER-DAEMON@omta0111.mta.everyone.net]
Sent: Friday, June 11, 2010 7:31 AM
To: kpearson@harbornet.com
Subject: Undelivered Mail Returned to Sender

This is the mail system at host omta0111.mta.everyone.net.

I'm sorry to have to inform you that your message could not be delivered to one or more recipients. It's attached below.

For further assistance, please send mail to <postmaster>

If you do so, please include this problem report. You can delete your own text from the attached returned message.

The mail system

<gkimura@kimurainternational.com>: host smtp.xenpost.com[64.65.116.31] said:
550 5.7.1 Unable to deliver to <gkimura@kimurainternational.com> (in reply

Nancy Nishikawa

From: Krista Pearson [kpearson@harbornet.com]

Sent: Friday, June 11, 2010 7:32 AM

To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com

Subject: Waimea Trail and Greenway Project - Big Island

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki,

I enthusiastically support the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This proposed multi-use trail will provide a safe route for walking, bicycling and running through Waimea, as well as a safe way for students walk/cycle to school.

We often conduct business in Waimea and take time to use the present dirt path along Waikoloa Stream. Additionally, we are avid road cyclists, and look forward to the day that Big Island has a network of interconnecting multi-use trails circling the Island. The Waimea Trail is another positive step towards this goal. The present few cycling/multi-use paths on the Big Island are heavily used by local people and visitors alike.

I look forward to the approval and completion of this significant addition to the livability of Big Island.

Mahalo,

Krista Pearson
Kailua-Kona, Hawaii Island

Leslie Kurisaki

From: Clemson Lam, Architect [c.lam4@hawaiiantel.net]
Sent: Friday, June 11, 2010 8:10 AM
To: lkurisaki@kimurainternational.com
Subject: WST&G

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as a way for students to get to school safely.

Mahalo,

Clemson Lam

Leslie Kurisaki

From: Kevin [babbleon@hawaii.rr.com]
Sent: Friday, June 11, 2010 9:46 AM
To: gkimura@kimurainternational.com
Cc: lkurisaki@kimurainternational.com
Subject: Waimea Trails and Greenway Project

Dear Mr. Kimura and Ms. Kurisaki,

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as a way for students to get to school safely. As a runner, I very much believe this trail in necessary for Waimea.

Mahalo,

Kevin Cavanagh
Waimea, HI

Leslie Kurisaki

From: Lori Eldridge [leldridge@fivemountains.org]

Sent: Friday, June 11, 2010 10:03 AM

To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as a way for students to get to school safely.

Safe and healthy activities are crucial to the well being of our families and our community!

Mahalo,

Lori Eldridge

Leslie Kurisaki

From: Judy Ann Williams [judyann_williams@hotmail.com]

Sent: Friday, June 11, 2010 12:51 PM

To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely.

Mahalo,

Live Aloha,

Judy Ann Williams
Tim Kale
William Adams

Hotmail has tools for the New Busy. Search, chat and e-mail from your inbox. Learn more.

Nancy Nishikawa

From: Nancy Nishikawa [nnishikawa@kimurainternational.com]
Sent: Friday, June 11, 2010 2:31 PM
To: 'KATHLEEN JOHNSON'
Subject: RE: Waimea Trails and Greenways Project ~ Ke Ala Kahawai O Waimea

Aloha Kathleen,

I have received your e-mailed message and will be sure it gets to Leslie and Glenn. Thank you for taking the time to provide comments on the Waimea Trails and Greenways project. Your input will be used in the planning process and help ensure a thorough review of potential impacts.

Nancy

Nancy Nishikawa
Kimura International, Inc.
1600 Kapiolani Boulevard, Suite 1610
Honolulu, HI 96814
Ph. (808) 944-8848
Fax (808) 941-8999

From: KATHLEEN JOHNSON [mailto:savantb2@yahoo.com]
Sent: Friday, June 11, 2010 1:14 PM
To: nnishikawa@kimurainternational.com
Subject: Waimea Trails and Greenways Project ~ Ke Ala Kahawai O Waimea

Dear Ms. Nishikawa,
Please pass the following onto Mr. Kimura and Ms. Kurisaki -

As an avid hiker, I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely. It will help people connect/reconnect to our beautiful aina and give them an appreciation that will help encourage them to protect it.

Mahalo,

Kathleen Johnson
Kailua-Kona

Leslie Kurisaki

From: Roots Skate [skate4roots@yahoo.com]
Sent: Friday, June 11, 2010 2:12 PM
To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com
Subject: Waimea Trails and Greenways
Attachments: PATH for Waimea.doc

Happy Aloha Friday,

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely.

Mahalo,

Kimberly Lepold
From North Kohala

Roots Advocates for Youth

see our webpage at Fivemountains.org/NHFDC/ROOTS
E-MAIL skate4roots@yahoo.com
or write to:
PO Box 946
Kapa'au Hawaii
96755

"If your city doesn't have a skatepark...it IS a skatepark!"

cell 808- 895-2909
home 808- 889-0503
please visit us @Roots Skatepark on Facebook
or **myspace.com/skate4roots**

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely.

Mahalo,

Kimberly Lepold
From North Kohala

Leslie Kurisaki

From: Kristin Delgado [alohadelgado@hawaiiantel.net]
Sent: Friday, June 11, 2010 3:19 PM
To: lkurisaki@kimurainternational.com
Subject: Support for Waimea Trail and Greenway Project

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely.

Mahalo,

Kristin Delgado
Waimea resident, born and raised.

Leslie Kurisaki

From: arrow factory [arrowfact001@hawaii.rr.com]

Sent: Friday, June 11, 2010 6:04 PM

To: lkurisaki@kimurainternational.com

Subject: WAIMEA TRAIL

HI.. FIRST OFF I THINK THE TRAIL IS A GREAT ADDITION TO WAIMEA. I DO HOWEVER HAVE A FEW SUGGESTIONS/CONCERNS ABOUT THE TRAIL.

1. WHO WILL "POLICE" THE TRAIL? RIGHT NOW I FEEL THERE IS A PROBLEM WITH THE AMOUNT ON PEOPLE WALKING WITH THEIR DOGS LOOSE ON THE TRAIL. I HAVE KIDS AND DON'T WANT DOGS COMING UP TO US WHILE WE WALK ON THE TRAIL. IT IS THE VIEW OF THE DOG OWNERS THAT THEIR DOGS ARE FRIENDLY, HOWEVER I WOULD FEEL MUCH SAFER IF THEIR DOGS WERE ON LEASHES. THERE IS A LEASH LAW IN HAWAII AND THIS SHOULD BE ENFORCED ON THE TRAIL.
2. THE NATURE PARK HAS HOURS WHICH THEY ARE "OPEN". WILL THE TRAIL BE OPEN ALL THE TIME? HOW WILL THIS EFFECT THE NEIGHBORHOODS WHICH THE TRAIL PASSES? EVEN WITH HOURS OF OPERATION PEOPLE WILL STILL TRAVEL ON THE TRAIL AT ALL HOURS. I REALIZE THE TRAIL HAS TO BE SET BACK A CERTAIN DISTANCE FROM THE STREAM FOR SAFETY. HOWEVER WHERE POSSIBLE I FEEL IT ALSO SHOULD BE THE MAXIMUM DISTANCE AWAY FROM NEIGHBORING HOUSES TO MINIMIZE THE IMPACT ON RESIDENTIAL AREAS. I FEEL THAT THE TRAIL SHOULD GIVE PEOPLE THEIR PRIVACY WHERE EVER POSSIBLE AND ALL ALTERNATE ROUTES SHOULD BE CONSIDERED.
3. WOULD IT BE POSSIBLE TO EXTEND THE TRAIL PASS CHURCH ROW. THE OLD GOVERNMENT ROAD CONTINUES THROUGH SOME NICE WALKING AREAS. THESE ARE GOVERNMENT ROADS WITH PUBLIC ACCESS, WE INCORPORATE THESE EXISTING PATHS NOW? IF WE WAIT THERE WILL BE MORE DEVELOPMENT AND MORE OPPOSITION. THESE PATHS WOULD REQUIRE VERY LITTLE CLEARING TO MAKE THEM ACCESSIBLE.

THANKS FOR YOUR TIME

Leslie Kurisaki

From: Timothy Kiernan [packandstore@gmail.com]
Sent: Friday, June 11, 2010 6:44 PM
To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com
Subject: Waimea Trail and Greenway Project Support

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely. My family lives in Kamuela View Estates and have been looking forward to a safe way to get to town other than running along the busy road with the fast moving traffic. We are directly impacted by this project as it is literally in our back yard and are 100% in support.

Mahalo,

Name
Tim and Billie Kiernan

Leslie Kurisaki

From: Kelly Hoyle [the.coconut@hotmail.com]
Sent: Saturday, June 12, 2010 7:11 AM
To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com
Subject: Waimea TRail and Greenway project

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki;

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea.
I live in Waimea and would appreciate all that you can do for this project. I have 2 small children who love to walk and ride bikes instead of driving to school. Please help us

Mahalo for your support of this project,

Kelly Hoyle

Hotmail has tools for the New Busy. Search, chat and e-mail from your inbox. Learn more.

Leslie Kurisaki

From: Douglas Zang [dougzang@gmail.com]
Sent: Saturday, June 12, 2010 7:24 AM
To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com
Subject: I support the Waimea Trails and Greenways Project

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely.

Mahalo,

Douglas Zang
Hilo, HI

Leslie Kurisaki

From: kendra wilson [kbud311@hotmail.com]
Sent: Saturday, June 12, 2010 9:14 AM
To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com
Subject: Ke Ala Kahawai O Waimea path support!!!

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely.

Mahalo,
Kendra Wilson

The New Busy think 9 to 5 is a cute idea. Combine multiple calendars with Hotmail. Get busy.

Leslie Kurisaki

From: Ann C. Peterson [anncinzi@gmail.com]
Sent: Saturday, June 12, 2010 9:45 AM
To: Leslie Kurisaki; glennk@kimurainternational.com
Cc: laura@pathhawaii.org
Subject: Waimea Trails and Greenways

Aloha Glenn and Leslie,

I'm looking back in my files seeing the numerous letters of support I've written for this project over the past 14 years, and I have to wonder (scream), "Why?"

Why...

- aren't folks already convinced that this is a critical project to connect neighborhoods with schools and shops
- isn't this project seen as the potential economic engine that it is
- can't we provide a safe place for folks to build heathy lifestyles (and address the obesity epidemic)
- are folks happy with sitting in congested traffic when a beautiful alternative exists
- isn't this seen as an investment in a cleaner energy future

and most of all...

- why isn't this project already build?

Sadly, I know too well, that some folks will just never get it. They believe that the trail will open them up to some kind of crime. But this myth has been repeatedly proven untrue. In fact, the more people out meeting each other face-to-face, rather than behind tons of steel and glass on wheels, the safer communities become -- and a greater 'sense of place' is felt. Here's one study to reference http://findarticles.com/p/articles/mi_m1145/is_8_35/ai_65132250/, but we only have to look to Old Walua Road Bike and Pedestrian Scenic Route, in Kailua-Kona which was opened 14 years ago, to see the actual impact and success of multi-use trails on this island. This pathway is in use from sun up to sun down, there is no liter along its route, neighbors who had never met have become friends, it has become a selling feature for houses that abut the trail, events and fundraisers are held there, along with so many other benefits. Shall we compare this with the crime and liter that occurs along our roadways and yet never seems to be an issue when they are built?

I feel for the Waimea community members who have worked on this project for SO long, only to see yet another stumbling block.

Please, please, get this trail built.

Respectfully yours,
Ann C. Peterson
808-987-0185

- Find Articles in:
- All
- Business
- Reference
- Technology
- Lifestyle
- Newspaper Collection

Reference Publications

0 Comments

Bike Path Phobia: Selling Skeptics On Urban Greenway Bike Path Safety

Parks & Recreation, August, 2000 by Tod Schneider

Do bike paths cause crime? While enthusiasts may laugh at the suggestion, others fear dire consequences if underdeveloped areas become public trails. Urban greenway supporters may cross swords with adamant opponents in vitriolic public meetings or expensive court cases. One community fought this battle on both fronts for years.

Do greenway bike paths kill? Some people think so. 1999 marked the end of a protracted dispute over completion of a world-class urban trail in Eugene, Oregon. The bruising and expensive battle pitted a pro-bicycle faction against hostile private property owners. The city was accused of callous disregard for the safety of school children. The private property owners were labeled elitist obstructionists. Lawyers on both sides made out like bandits. The rest of us picked up the tab.

The bike path follows the Willamette River on both banks, with four pedestrian bridges linking the two sides. Although most of the path has been in place and widely used for years, there remains an unbuilt segment. A short stretch of the latter, unfortunately, runs along the riverbank behind a private high school, which has greatly enjoyed its solitude. The school fought the bike path zealously and on any fronts possible. One premise, attending to the public's fear of school-related homicides, asserted that the path would somehow generate violent crime, putting their school at great risk.

Other communities may run into similar arguments. It's not unusual for citizens to conclude that bike paths are inherently unsafe based on a flurry of path-specific incidents enhanced by alarmist media coverage. Perhaps your community can benefit from knowing in advance the cogent arguments and recommendations we wish we had presented earlier and more effectively:

1. Our greenway trail area covers 222 acres. That's the equivalent of a 7.7 by 7.7 square-block

area. If you compare statistics for crime reported on the bike paths to crime reported in other areas of comparable size, it's clear that crime is generally lower on the bike path when examined based on raw geography.

2. However, crime rates are generally based on the rate of crime per 100,000 people, not on geographic area. How does this apply to a bike path? If you can orchestrate an accurate traffic count on a bike path you may be able to generate a crime rate figure, although this gets a little tricky. Crime statistics are often based on a residential population, such as the number of people who live in a city based on census data, a far more stable number than is likely to be found in non-residential settings where nobody stays more than a few minutes. Bike path "population" is different. It might be more comparable to another high-mobility area based on similar tabulations, such as by counting pedestrians and bicyclists. For example, if we can determine that 10,000 people walk past city hall, 2,000 people pass a major bike path intersection, and 6,000 people pass alongside an inner-city park monthly, these might present opportunities to develop comparable statistics: the number of violent crimes reported within a 400 foot radius, adjusted per 100,000 people. Police departments can often help generate some or all of this data to help determine crime rates.

Paradoxically, if ten people use the path, and a serious crime occurs there, the crime rate will be very high. If, on the other hand, one thousand people use the same exact path and the same crime occurs there, the crime rate will be one hundred fold lower. In other words, the more users and less crime the better the statistics. This goes beyond skewed data--if there is a constant legitimate presence, meaning that there are good people on the path at all times, then criminals will often find this an uncomfortable location for illegitimate activity. They'll look elsewhere for victims--specifically where individuals are more isolated.

An important statistic to look at is the number of injury vehicle accidents in your community. Bicycles and pedestrians on paths that are separated from car traffic are unlikely to be hit by cars. When the injury rate on such paths is compared to the number of people in your community who are injured or killed by cars at other locations, it should be clear that many lives would have been saved if people had an alternative to motorized transportation or to sharing the road with motor vehicles. Traffic fatalities, accounting for 41,967 deaths nationwide in 1997, are the leading cause of death for people aged 5-32, and are the leading explanation for deaths on-the-job. Out of that 1997 total, 5,307 victims were pedestrians and 813 were bicyclists--all of whom had encounters with motor vehicles and all of whom presumably would be alive today if they had been separated from vehicle traffic.

Medical miracles skew the picture, saving the lives of thousands who never would have recovered from similar injuries a few decades ago. Many people survive horrendous accidents but must contend with permanently debilitating injuries: 3,399,000 people were injured in traffic accidents in 1997.

Advanced Search Find Articles in free and premium articles Search

Leslie Kurisaki

From: Scott_Jeffrey/HAWAIIDO/HIDOE@notes.k12.hi.us
Sent: Saturday, June 12, 2010 11:52 AM
To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com
Subject: Waimea Trail and Greenway project

Aloha Mr. Kimura and Ms Kurisaki,

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project can provide a much-needed safe route for walking, bicycling and running through Waimea as well as a better way for students to get to school safely in a healthful manner. With bus rates rising and congestion increasing near the Waimea schools, a safe alternative would be welcome to all.

Mahalo,
Scott Jeffrey

Complex Area Business Manager
Honoka'a-Kealakehe-Kohala-Konawaena Complex Area
Department of Education, State of Hawaii
75-147 Hualalai Road
Kailua-Kona, HI 96740
Tel: 808-327-4991
FAX: 808-327-4994
Cell: 808-937-2304
Scott_Jeffrey@notes.k12.hi.us

Leslie Kurisaki

From: Dan Berman [danb@pacificmkt.com]
Sent: Saturday, June 12, 2010 5:45 PM
To: lkurisaki@kimurainternational.com

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely.

Mahalo,

Dan Berman
Waikoloa, Hi

Saturday, June 12, 2010

RECEIVED JUN 14 2010

65-1234 Pako Place

Kamuela HI, 96743

Kimura International, Inc.

1600 Kapiolani Blvd., Suite 1610

Honolulu, HI 96814

Subject: Waimea Trails and Greenways

Ke Ala Kahawai O Waimea

Environmental Assessment – Early Consultation

Dear Sirs,

In regard to your letter of May 14, 2010 and a map of May7,2010, titled Waimea Trails and Greenways Environmental assessment, we would like to say that we are totally against the proposed alternate route of the Waimea Trail.

Putting the trail on the mauka side of town takes it away from the population majority and also away from the direction in which the town will grow in the future.

There are several places where the trail will actually share space with several busy highways. This is against the idea of the trail which is to be a safe place away from highways.

Sections of the alternate route are on private property which could make it difficult to obtain access. Our property edges on the Waiouia stream which floods during heavy rains. There are two double lane well constructed bridges over the stream, and it would be necessary to go over, under or around these bridges. In the last flooding three years ago the water went over one bridge and caused damage to the surrounding area. Also we are not interested in having the trail go over our property for privacy and liability reasons.

Sincerely, Hal Ward

Hal Ward

Mary Ann Ward

Mary Ann Ward

CC: Clem Lam

Leslie Kurisaki

From: Robyn Hafner [spitfire689@hotmail.com]
Sent: Sunday, June 13, 2010 3:30 PM
To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com
Subject: Support for the Waimea Trails and Greenways Project

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as a way for students to get to school safely.

Mahalo,

Robyn Hafner
Waimea

The New Busy think 9 to 5 is a cute idea. Combine multiple calendars with Hotmail. Get busy.

Leslie Kurisaki

From: Terry Ladwig [writeus@hawaiiantel.net]
Sent: Sunday, June 13, 2010 7:29 PM
To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com
Subject: support for Waimea Trail and Greenway project

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely. Additionally, paths unite communities by making personal contact more likely and by the experiences path users share out of doors.

Mahalo for your work on this project,

Terry Ladwig
Waimea

Leslie Kurisaki

From: Laura Monahan [monahan@aloha.net]
Sent: Monday, June 14, 2010 7:24 AM
To: LKurisaki@KimuraInternational.com
Cc: Laura Monahan
Subject: Waimea Trails and Greenway Alternate Paved Path

Attachments: ProposedPavedTrails.pdf; May7KimuraInt'l.pdf

ProposedPavedTrails.pdf (615 K. May7KimuraInt'l.pdf (492 KB)

Leslie Kurisaki
LKurisaki@KimuraInternational.com
Kimura International, Inc.
1600 Kapiolani Boulevard., Suite 1610
Honolulu, Hawai`i 96814

RE: Waimea Trails and Greenways
Environmental Assessment -- Early Counsultation

Dear Ms. Kurisaki

I oppose the proposed Waimea Trails and Greenways project and the alternative paved path described in your May 14 letter until we have further information from you and hopefully a town meeting to discuss how families will be benefited and impacted.

Sincerely,

Dave and Laura Monahan

Dave and Laura Monahan , 66-1670 Kohala Mt. Rd., Kamuela, Hawaii 96743
(808) 989-5959 / monahan@aloha.net

No virus found in this incoming message.
Checked by AVG - www.avg.com
Version: 8.5.437 / Virus Database: 271.1.1/2927 - Release Date: 06/09/10 06:35:00

Leslie Kurisaki

From: Brian Burau [bburau@gmail.com]
Sent: Monday, June 14, 2010 7:32 AM
To: lkurisaki@kimurainternational.com; gkimura@kimurainternational.com
Subject: Waimea Trail and Greenway project

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely.

Mahalo,

Brian Burau
Kamuela, HI

Leslie Kurisaki

From: Bob Hunter [robert.m.hunter@hawaiiantel.net]

Sent: Monday, June 14, 2010 8:15 AM

To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com

Subject: Waimea Trails and Greenways Project ~ Ke Ala Kahawai O Waimea

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trails and Greenways project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as a way for students to get to school safely.

Mahalo,

Robert M. (Bob) Hunter, Ph.D., P.E.
65-1116 Hokuula Rd.
P.O. Box 2709
Kamuela, HI 96743
cel 406-581-2234
fax 866-740-4144 toll free
bob@webpatent.com
www.webpatent.com

Leslie Kurisaki

From: Randy Campbell [randyc@keck.hawaii.edu]
Sent: Monday, June 14, 2010 9:24 AM
To: lkurisaki@kimurainternational.com
Subject: Waimea Trail

Aloha Ms. Kurisaki,

I write in support of the Waimea Trail and greenway project.

The trail would be a great addition to Waimea for many reasons. As residents, my family and I would use it constantly and it would raise our quality of life, provide recreation and transportation alternatives, while helping to offset traffic problems in town. I can't think of anything that would benefit the residents of Waimea more than this simple trail following the stream through town.

Sincerely,
Randy Campbell

Waiaka Street resident.

Leslie Kurisaki

From: Terri Lum [tlclum@hotmail.com]
Sent: Monday, June 14, 2010 7:34 PM
To: Leslie Kurisaki
Subject: FW: PATH Action Alert: Speak Up for the Waimea Trails & Greenways

Hi Les -
I just happened to read this email and noticed the letters of support are supposed to be addressed to you! Hope all is well with you and your family - what are your kids up to for the summer? Have you heard anything more about the possible reunion? My daughter has a student leadership program in mid -July so I will probably come over that weekend. Maybe we'll have a chance to visit.

Take care and yes, I support this project! terri

CONFIDENTIALITY NOTICE

This e-mail message is for the designated recipient(s) only and may contain confidential (or private) information protected by law. If you received this message in error, please notify the sender and delete the original. Any other use of this e-mail is prohibited.

Leslie Kurisaki

From: Julia Simmons [jsimmons@keck.hawaii.edu]
Sent: Monday, June 14, 2010 11:13 AM
To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com
Subject: Waimea Trails and Greenway

Aloha,

We desperately need this trail along the Waikoloa Stream. It will help reduce traffic in the mornings by giving children a safe route to walk or bike to school. I will not allow my child to walk or ride on the highways. In fact, I won't do it myself since it is so unsafe. But this trail would make it very fun and safe to walk into town.

Thank you,

Julia Simmons

Kamuela View Estates

Waimea, HI

Leslie Kurisaki

From: Rich Matsuda [rmatsuda@keck.hawaii.edu]

Sent: Monday, June 14, 2010 11:35 AM

To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com

Subject: Waimea Trail and Greenway Feedback

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea.

I've lived in other areas on the mainland which had similar walking and biking trails and it added very positively to the quality of life, providing a safe and pleasant area for exercise and recreation. Rather than being a negative influence on the value of property adjacent to the trail, it actually boosted value. Also, there has been sentiment expressed that the trail will "urbanize" Waimea. I actually feel that it will do the opposite by promoting walking and biking as opposed to just vehicle traffic.

Currently, I occasionally walk from Waimea town to Kamuela View estates, where I live, for exercise and having cars and trucks whiz by just a few feet away is not a safe feeling. I would use the trail for biking into town, but do not dare currently as I don't feel there is enough of a safe shoulder.

As far as paving the path, I think that makes sense from a maintenance point of view, and if it's done right, I don't think it will look as bad as some folks think.

Mahalo,
Rich Matsuda
Waimea Resident

Leslie Kurisaki

From: hdtee1@gmail.com
Sent: Monday, June 14, 2010 11:45 AM
To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com
Subject: Waimea Trail and Greenway

Dear Mr. Kimura and Ms. Kurisaki -

I support the Waimea Trail and Greenway project along the Waikoloa Stream through Waimea. I look forward to using it in the near future.

Thank you,
Hien Tran

Leslie Kurisaki

From: Hien Tran [htran@keck.hawaii.edu]
Sent: Monday, June 14, 2010 11:43 AM
To: gkimura@kimurainternational.com
Cc: lkurisaki@kimurainternational.com
Subject: Waimea Trail and Greenway

Dear Mr. Kimura and Ms. Kurisaki -

I support the Waimea Trail and Greenway project along the Waikoloa Stream through Waimea. I look forward to using it in the near future.

Thank you,
Hien Tran

Leslie Kurisaki

From: Gregory Wirth [gregory.wirth@gmail.com]
Sent: Monday, June 14, 2010 9:09 AM
To: lkurisaki@kimurainternational.com
Subject: Waimea Trails and Greenways Environmental Assessment -- Early Counsultation

Dear Ms. Kurisaki,

I write to voice my strong support for the Waimea Trails and Greenways project. I believe that the proposed path will prove to be an outstanding benefit to Waimea and should be the very highest priority project for our community, bar none.

While blessed with weather that allows walking and cycling practically every day of the year, Waimea lacks even a single safe public route for pedestrians and cyclists to enjoy a walk or a bike ride away from car traffic. For me and my family with 3 young children, this lack is a serious detriment to the quality of life in this otherwise highly livable community. Having a paved path winding along the stream would provide an essential safe route between downtown Waimea and the outlying residential areas, encouraging more people to exercise and enjoy the outdoors. Our family would regularly use and enjoy such a path, and I believe that the strength of the benefits to the community would certainly outweigh concerns about the trail's impact on the local environment. Adding a bike line to existing roads would in no way be a suitable substitute for the proposed trail, which fully separates the cyclists and pedestrians from vehicular traffic.

I have witnessed firsthand the strongly beneficial effect that a adding a linear park can have on a community. In my hometown in Michigan, the Pere Marquette "rail trail" similar to the proposed Waimea Trails and Greenways project was built almost 20 years ago and has become a vital route for non-vehicular traffic and recreation. It is enjoyed by cyclists, joggers, walkers, and inline skaters, just as the envisioned Waimea Trails and Greenways will be as well.
Similarly, I recently visited Boulder, Colorado, where cycling and pedestrian trails wind through the city and provide a well-used and much-enjoyed route for recreation and commuting. Based on the strong support of these trails in their local communities, I strongly believe that adding the proposed path in Waimea will provide similar, substantial, positive benefits to Waimea and its residents.

Sincerely,

Gregory D. Wirth

--
Gregory D. Wirth
Email: gregory.wirth@gmail.com
Phone: 808.217.2605
Web: http://www2.keck.hawaii.edu/realpublic/inst/people/wirth/

Leslie Kurisaki

From: Colette Tyau [ctyau@keck.hawaii.edu]
Sent: Monday, June 14, 2010 12:14 PM
To: gkimura@kimurainternational.com; lkurisaki@kimurainternational.com
Subject: SUPPORT FOR THE WAIMEA TRAILS AND GREENWAYS PROJECT

Glenn Kimura, Principal
Leslie Kurisaki, Project Manager
Kimura International
600 Kapiolani Blvd., Suite 1610
Honolulu, HI 96814

Dear Mr. Kimura and Ms. Kurisaki -

I wish to express my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. This project will provide a safe route for walking, bicycling and running through Waimea as well as away for students to get to school safely.

Thank you for your time.
Colette Tyau
Kamuela, HI

Colette Tyau
W. M. Keck Observatory
65-1120 Mamalahoa Hwy.
Kamuela, HI 96743
Ph: (808) 881-3538
Fax: (808) 881-3535

Leslie Kurisaki

From: Peggi K [peggik@gmail.com]
Sent: Monday, June 14, 2010 11:44 AM
To: glennk@kimurainternational.com; lkurisaki@kimurainternational.com
Subject: Support stream route for WT&G

Dear Mr. Kimura and Ms. Kurisaki -

Please note my support for the Waimea Trail and Greenway project along the Waikoloa Stream through the heart of Waimea. I am a homeowner bordering the preferred stream route at 65-1108 Puu Opelu Lane. This project will begin to fill the huge void that exists for safe routes through Waimea. Walking or biking along the roadway is not safe. I will use the trail to walk to work and as healthy recreation.

Mahalo,
Peggi Kamisato

P.O. Box 2279
Kamuela, Hawaii 96743

808-885-6042 home

Leslie Kurisaki

From: Joan Campbell [jcampbell@keck.hawaii.edu]

Sent: Monday, June 14, 2010 1:05 PM

To: lkurisaki@kimurainternational.com; gkimura@kimurainternational.com

Subject: Waimea Trails and Greenways Environmental Assessment -- Early Counsultation

Dear Ms. Kurisaki,

I write to voice my strong support for the Waimea Trails and Greenways project. I believe that the proposed path will prove to be an outstanding benefit to Waimea and should be the very highest priority project for our community, bar none.

While blessed with weather that allows walking and cycling practically every day of the year, Waimea lacks even a single safe public route for pedestrians and cyclists to enjoy a walk or a bike ride away from car traffic. For me and my family with 2 young adults, this lack is a serious detriment to the quality of life in this otherwise highly livable community. Having a paved path winding along the stream would provide an essential safe route between downtown Waimea and the outlying residential areas, encouraging more people to exercise and enjoy the outdoors. Our family would regularly use and enjoy such a path, and I believe that the strength of the benefits to the community would certainly outweigh concerns about the trail's impact on the local environment. Adding a bike line to existing roads would in no way be a suitable substitute for the proposed trail, which fully separates the cyclists and pedestrians from vehicular traffic.

Such a train would make it possible for my family as well as many of our neighbors to commute to/from town via bike or on foot.

Sincerely,

Joan Campbell

Joan Campbell, MPH
Advancement
jcampbell@keck.hawaii.edu

W.M. Keck Observatory Office
65-1120 Mamalahoa Hwy
Kamuela, HI 96743

main: 808.885.7887
ph: 808.881.3854
fax: 808.885.4464

From: Pamela Cushnie [mailto:pamcushnie@yahoo.com]
Sent: Tuesday, June 01, 2010 12:58 PM
To: lkurisaki@kimurainternational.com
Subject: request for information from Pam Cushnie

Hello Leslie,

I am trying to get more information re: the "alternative" trailways path recently proposed for the Waimea Trailways plan. The alternative I have heard about is currently just drawn on a confidential map, and has not been released publically. As one of many homeowners impacted by this alternative path, I would like to know much more about the plan and your request for public input.

I spoke with Nancy this morning, and understand you are on vacation until 6/14, which is also your deadline for public input on the EA. I am trying to gather more information in the meantime from Parks and Rec. and Clem Lam, but we are concerned about this lack of access to information about the "alternate" route.

If you are reading your office email, could you please explain to me how we are to respond if we don't know all the details. I will forward any information from you to the other participants.

Many thanks for your assistance. Pamela Cushnie 885-3521 Big Island

Leslie Kurisaki

From: Pamela Cushnie [pamcushnie@yahoo.com]
Sent: Tuesday, June 15, 2010 7:37 AM
To: Leslie Kurisaki
Subject: RE: reply from Pam Cushnie

Hi, and thank you for your prompt reply!

I can only imagine the number of projects you need to take care of, so don't worry about me at all. The apparent limited release of the map, the fact that the orange route was completely new to those of us living along Wai'au'ia Stream, and the concern that the planners seem to have no other realistic alternate routes got everyone in a tizzy.

Unfortunately, we are also getting slightly different versions of events from the 3 major players here...so it's best if everything is in writing. It's not the EPA process that worries us... it's the uncertainty of whom to trust for information.

Rumors of a circular route connecting the pink and orange path, land condemnation, stories of problems from other mainland pathways, etc. are all very worrisome. Different versions of ADA compliance levels, responsibility for path maintenance and supervision, the "care and planning" that went into the selection of the (highly unfeasible ...my opinion) orange alternative, and the very limited distribution list all make residents questions the legality, the time, the motives, and the public money already spent on this.

The appearance of the orange path, seemingly drawn on a map without any previous research or public notification, makes everyone worried that this will just be pushed through with Federal funds. Or that we will have to endure 15 years of "fact gathering and public testimony", leaving the orange option up in the air for decades of discussion.

Many residents would like to have this orange alternative dismissed as unfeasible as quickly as possible. I'm sure you're receiving comments from them.
Please let me know when that decision is made so we can go back to supporting the pink Sandalwood/Parker Ranch path.

(FYI: I might suggest that, in the future, when Mr. Kimura signs a letter for public distribution, he also types his name and title under his signature. I had no idea who had written the letter.)

Aloha, Pam Cushnie

--- On **Mon, 6/14/10, Leslie Kurisaki** ***<lkurisaki@kimurainternational.com>*** wrote:

> From: Leslie Kurisaki <lkurisaki@kimurainternational.com>
> Subject: RE: request for information from Pam Cushnie
> To: "'Pamela Cushnie'" <pamcushnie@yahoo.com>
> Date: Monday, June 14, 2010, 11:38 AM
>
> Hi Pamela,

Sorry for only getting back to you today…it's my first day back in the office after vacation. I understand that you spoke to Bobby Command about this, but I'd like to explain the process again. The map you refer to is not a "confidential map"—it is the map that was distributed during the early consultation process, and we are asking everyone (!) interested to provide comment. Please feel free to pass the map and the information to as many people as you can.

The federal environmental process (per the National Environmental Policy Act, or NEPA) requires that all alternatives be considered in the Environmental Assessment (EA). This is why the map shows various alternative routes—we are seeking public input on the options. If one or more alternatives have shortcomings, please point them out! This information will help us evaluate and compare the various alternatives, and discuss their impacts in the EA document. It will also help the County select a final alignment.

I hope this clarifies things. If you have questions, please e-mail or call.

Aloha,

Leslie

Leslie Kurisaki

Kimura International, Inc.

1600 Kapiolani Blvd., Suite 1610

Honolulu, Hawaii 96814

Phone (808) 944-8848

Fax (808) 941-8999

FAX TRANSMITTAL FORM

Date 6/14/10

CAROL HENDRICKS
From: Pete Hendricks (808)885-4453 (phone & fax number)

To: KIMURA INTERNATIONAL INC.

FAX: 808 941 - 8999

Subject: WAIMEA TRAILS AND GREENWAYS
KE ALA KAHAKAI O WAIMEA

Remarks: EARLY CONSULTATION

June 14, 2010

P. O. Box 6144, Kamuela, Hawai'i 96743
Telephone 808-443-4482

Board of Directors

President
Mary Mangarin-Kitchen

Vice Presidents
Graciella Borisoff
Joseph Harvey
Pete Hendricks

Treasurer
Mary Armstrong

Assistant Treasurer
Kitty Jenness

Recording Secretary
Glenda Pell

Corresponding Sec'y:
Victor Obrastoff

Advisors
JoAnn Conley
Leningrad Eliaronoff
Carolyn Heinrich
Bob Lindsey

KE ALA KAHAWAI – WAIMEA TRAILS AND GREENWAYS

I'm Carol Hendricks representing Waimea Outdoor Circle with 200 members. The Outdoor Circle has 3000 members statewide. I am the chair of Ulu La'au, the Waimea Nature Park.

We were the first supporters of the trail concept and are a key location on the trail.

There is a need to include the following items for study and mitigation.

1. What will be the effect of removing 357 mature trees? (Mike Kraus Tree Risk Assessment)

- **Wind damage to surrounding homes and business.**
- **Eucalyptus Robusta was planted to keep stream areas dryer, soaking up swamps.**
- **Fine alluvial soil will erode faster without large tree roots.**
- **Habitat for birds and wildlife will be destroyed.**
- **Waimea will lose a big part of its sense of place.**

2. The concept of a trail wandering from side to side within the 30 ft. easement, instead of a straight line.

- Leaving more of the mature trees to keep and hold stream banks, offer shade to trail users, **and contribute to the environment.**
- **Using an alternate trail surface in sensitive areas such as near large trees. (crushed rock – rolled, etc.)**

3. Historic road preservation. World War II Camp Tarawa to Waimea Town road through the park.

We would like to retain as many of the old growth trees as possible. Out of 357 scheduled for removal, 119 are dead, damaged or in poor condition. We have no problem with these trees being removed. 238 trees could possibly be saved by trail realignment within the 30 ft. easement or by using a less damaging surface than concrete. We are also concerned that a low bidder will be chosen for tree trimming and the trees will be butchered.

These Eucalyptus heritage trees contribute to our Waimea sense of place. According to arborist, Mike Kraus, their life span is 130 years if cared for properly.

4. Care is needed to protect the banks of Waikoloa Stream, recognized by the State for its diversity and cultural resources. Recent preliminary surveys of the Waikoloa/Wai'ula'ula stream system also found all five species of native stream fishes , known in Hawaiian as o'opu : Lentipes concolor, Sicyopterus, Awaous guamensis, Stenogobius hawaiiensis, and Eleotris sanwicensis. (DLNR, pers.comm.) The Hawaii Stream Assessment (State of Hawaii Commission on Water Resources Management 1990) Classifies this stream as "intermittent," with year round flows in the lower elevations.

- Areas of the trail pass through flood zones. Periodically we have experienced flood episodes in the Nature Park. (4 in 10 years) This requires responsible riparian management.

We would like to ask how these concerns can be mitigated

Sincerely,

President, Waimea Outdoor Circle

Carol Hendrick

Waimea Nature Park Chair

"Keeping Hawaii clean, green and beautiful"

Hawaii Horse Council

www.hawaiihorsecouncil.com P.O. Box 964
hawaiihorsecouncil@gmail.com Keaau, HI 96749
Ph. 808 987-9064 FAX 808 982-6444

May 29, 2010

Aloha,

The Hawaii Horse Council has just been established, and we are just getting up to speed.

We appreciate all the time and effort that has gone into the inception of the Ke Ala Kahawai O Kamuela trail.

Because horses and horseback riding are such a big part of the magic of Kamuela, it is fervently hoped that this trail will be available to equestrians, as well. All we need is a grassy verge on the side, and we will not ride on the paved portions of the trail. This trail is a wonderful idea, and a benefit for people who want to stay off the busy highway.

It is ironic that the cowboy tradition, the very thing which brought people to Kamuela, is suffering because of the pressures brought about by the increase in population.

Yours very truly,

Nancy McIver

RECEIVED JUN 15 2010

TO: Leslie Kurisaki
Kimura International, Inc.

RE: Your May 14, 2010 Request for Comments: Waimea Trails & Greenways

We commend the idea to create a pathway. However, we chose and pay to live in the Lanikepu Gulch area because of the privacy here. To invade this privacy subjecting our parked vehicles to be at risk, strangers to help themselves to our garden hoses, subject our land to be littered and defecated upon, and mostly passers by gawking as we lounge in our yard is unacceptable.

We fervently oppose the Trail going through Ohiaku, Wai'aka and Lanikepu areas.

June 3, 2010

RECEIVED JUN 15 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths.

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely, _____ Signature James Phillips printed name

Waimea resident 40 yrs
Land owner along stream ✓ Yes ____ No
Phone number 885-4811

Homeowner prop. Value drop!
Safety issues!

The Jacaranda Inn
Waimea's Historic Ranch Estate

June 5th 2010

RECEIVED JUN 15 2010

To: Kimura International, inc.
1600 Kapiolani, Suite 1610
Honolulu, HI 96814
Attn: Leslie Kurisaki

Re: Waimea Trails and Greenways project, and your request for early consultation comments.

I just received The Waimea Trails and Greenways Shared Use path Environmental Assessment- Early Consultation outline.

I will share below my environmental and personal concerns.

The portion of the considered path directly behind my property changes in elevation due to the waterfall that is fed from up above creating the stream. The cliffs are steep and dangerous. Just in my time here owners on all three sides have had to discourage children from going to the water fall and pond. The depth of the water can change without much notice. In the mid 90's a boy passed our home on a street above Merriman's Restaurant. A couple hours later the ENT's were at the back of my business, The Jacaranda Inn, taking the boys lifeless body from the pond. There would be virtual no way to safely police this stream and pond. To place a path here to draw children to this area would be nothing less then gross negligence.

I could not support the Alternative Alignment project proposed as a viable option due to it's high liability. I make a request that the Wai'au'ia Stream route be dropped from your list of possible paths.

Thank you for your consideration.

Mary Ellen Revana

Mary Ellen Revana office 808-885-8813 or cel 808-557-5068

65-1444 Kawaihae Road Kamuela, Hawaii 96743 808-885-8813 www.jacarandainn.com tji@ilhawaii.net

Leslie Kurisaki

From: Fran Tabor [drfrantabor@gmail.com]
Sent: Monday, June 21, 2010 8:15 AM
To: Leslie Kurisaki
Subject: Ke Ala Kahawai O Waimea: My Comments

Dear Leslie, Thank you for accepting my comments. I was out of the country from May 14 until mid-June. In addition to my memo dated February 8, 2010, I would like to emphasize some points and add others. I am a member of the Hawaii County CDP Action Committee, but I am expressing my opinions here as a concerned resident, not a member of this committee.

I am particularly concerned about the segment of the path next to my residential property, located at 66-1568 W. Ko Uko Place, Kamuela. Behind this property, the Waikoloa Stream forms a major gulch with significant uneven, steep embankments and huge boulders. There is also a steep drop off (waterfall) in Waikoloa Stream topography at this location. Surrounding this area is a riparian buffer zone with many mature trees, filled with Hawaiian birds. This riparian buffer zone acts as a buffer between Chris Robb's Lalamilo farm and my home.

My comments are as follows:

1. Under the Clean Water Act, Wild Rivers, and the Hawaii State Watershed Protection and Management Program, riparian buffer zones (called Streamside Management Zones under Hawaii regulations) are mandated. The width of these zones on each side of the stream is dependent on the soil type and percent of the slope of the embankment. I expect that riparian buffer zones to be preserved and maintained in accordance with State and Federal Regulations.

2. Trees are expected to be planted in riparian buffer zones under federal best management practices. Trees are not to be destroyed under these regulations. Trees, particularly, Eucalyptus Robusta, provide protection of stream embankments against erosion, slow down water during flash flooding, and provide other benefits.

3. Bridges crossing streams are to be kept to a minimum under federal regulations. Bridges are expected to cross only at ninety degree angles and where the stream channel is most narrow and has a firm, rocky banks. This does not describe the location adjacent to my home. Crossing the Stream at the location adjacent to my home would be the most expensive and dangerous location for a bridge.

4. The Waikoloa Stream is part of a flood management and watershed protection area. I would expect all federal and state laws and regulations to be complied with into order to protect this watershed and not destroy it. The Waikoloa Stream floods periodically. The most recent time was in 2004 in which there was a 30 year flood. This flash flood over a several day period flooded several homes in Sandalwood. If trees/riparian buffer zones are destroyed when the path is built, and homes and businesses are flooded, who is going to indemnify them? Will lawsuits against Hawaii County result?

5. Laws such as the Wilderness Act, the Wild and Scenic Rivers Act, the National Environmental Policy Act, FEMA, and the Federal Water Pollution Control Act (Clean Water Act) and others have jurisdiction here.

6. Hawaiian birds habitat the riparian buffer zone adjacent to my property. Some of these rarely seen

birds include the Kalij Pheasant, the Saffron Finch, the Frankolin, the Grouse, a couple of species of Cardinals and others. These species have a right that their habitat not be destroyed.

7. The way Sandalwood residential properties are titled is to the middle of the Waikoloa Stream. Several homeowners are concerned about liability. Who is going to indemnify them against accidents in the stream on their side of the property line?

8. Vandalism is a concern of several Sandalwood property owners. The Nature Park has been vandalized twice (that I am aware of) and perhaps more.

9. A path exceeding 10 feet is unnecessary. The standard is 10 feet. The path, in my opinion, should not exceed ten feet and needs to be located outside the riparian buffer zone.

10. The gulch adjacent to my home acts as an echo chamber for noise. I am concerned that the peaceful nature of this area will be lost. This will diminish my enjoyment of my home and could very well lead to a loss of my property value. I am very concerned about this. I believe a path can be found that does not impact my home with two paths directly adjacent to my home as shown on the map. I believe that another, more suitable site can be found.

11. I am very concerned about safety of children deciding to play in the gulch adjacent to my home. A bridge and large rocks/boulders and a drop off invite boys (particularly) to play "fort" or take other chances in the terrain. There have already been instances where boys were playing in this dangerous gulch, fortunately with no injuries.

12. The argument that a full size ambulance needs to traverse the proposed path is false. ATV mini-ambulances are widely used in the U.S. mainland along bike and hiking paths. These vehicles can traverse a path of 8 feet. Both Kona and Hilo have these vehicles. Waimea does not. I proposed to the Waimea Traffic and Safety Committee that we secure one.

In Summary,

I would recommend that Ke Ala Kahawai O Waimea be no more than 10 feet and be located father inland away from the Waikoloa Stream on the south side of the Stream. This would preserve riparian buffer zones and better protect Sandalwood homes. Parker Ranch and any Lalalmilo Farms affected would be able to secure conservation easements under Federal Law and receive tax benefits.

I would recommend that another location be found for the bridge crossing of the Stream adjacent to my home. There are channel locations are are narrower with even embankments with no drop offs or gulch topography.

I would expect that all relevant federal and state laws and regulations be complied with.

I think that an indemnification scheme has to be worked out to protect homes and businesses against flooding due to degradation of the watershed and against vandalism.

Thank you again for invitation for comments. I invite anyone from your firm or anyone else to visit my property to see first hand the issues of concern. My phone number is (808) 885-5864.

Fran L. Tabor

6/21/2010

P.O. Box 2045
Kamuela, HI 96743

August 17, 2010

RECEIVED AUG 18 2010

Mr. Robert A. Fitzgerald
Director, Department of Parks and Recreation
101 Pauahi Street, Suite 6
Hilo, HI 96720

Re: Waimea Trails and Greenways
Ke Ala Kahawai O Waimea
Letter to Hawaii County Mayor: Issues to be Considered and Addressed

Dear Bob:

Although I am a member of the CDP Action Committee, I am sending this letter to you as a private resident, not as a member of the Action Committee.

I met Warren Lee at the most recent STIP meeting in Waimea. I gave him a copy of the enclosed letter I am forwarding to you. I am also forwarding a copy to Leslie Kurisaki at Kimura International.

There are many issues associated with the proposed primary route of Ke Ala Kahawai O Waimea. I have identified many of these in the attached letter.

I would like to be clear that I am not opposed to the concept of Waimea trails and bike paths. However, I am a proponent of doing the job properly and with sensitivity for and compliance with federal and state laws and regulations regarding the environment. I have other concerns as well.

In the attached letter, I have proposed a route that is farther south toward Kona from the Waikoloa Stream. I have also proposed a bridge crossing over this Stream that is more environmentally sound at a lower cost at or near the Waimea transfer station.

When the EA is completed and released by Kimura International, I am hopeful that there will be further dialogue to establish the most environmentally friendly and cost effective route for Ke Ala Kahawai O Waimea. Sense of Place depends on it.

Respectfully submitted,

Fran L. Tabor

Fran L. Tabor

cc: Leslie Kurisaki, Kimura International

P.O. Box 2045
Kamuela, HI 96743

July 10, 2010

Mr. Billy Kenoi, Mayor Hawaii County
25 Aupuni Street
County Building
Hilo, HI 96720

RE: Ke Ala Kahawai O Waimea, Trails and Greenways

Dear Honorable Mayor Kenoi:

Although I am a member of the CDP Action Committee for South Kohala, I am writing to you as a long-time and concerned resident of Waimea. I am expressing my own opinions as a private citizen, not a a member of the CDP Action Committee.

I am not opposed to this proposed bicycle path (I am using the word "bicycle" although the path is multi-use). However, I am very concerned about major issues about the location and environmental impact of the proposed path of Ke Ala Kahawai O Waimea along the Waikoloa Stream.

My comments are:

1. The Wailoloa Stream forms a major gulch with significantly sized boulders, uneven and steep embankments. There is a major dangerous drop off in topography between Chris Robb's Lalamilo Farm and The makai (southwest) side of Sandalwood. This location is a noted buffer zone that the Hawaii Department of Agriculture has mandated. As it is, **the Waikoloa Stream is considered by the EPA as an "impaired river".**
2. Under the U.S. Clean Water Act , Wild Rivers Act, FEMA and the Hawaii Watershed and Management Program, riparian buffer zones (called Streamside Management Zones under Hawaii regulations) are mandated. The width of these zones on each side of the stream is dependent on the soil type and percent of slope of the embankment. I believe that riparian buffer zone along the Waikoloa Stream needs to be identified and protected.
3. Trees are expected to be planted, not destroyed, in riparian buffer zones under Best Management Practices. It is my understanding that there is a plan to destroy over 350 trees to make way for Ke Ala Kahawai O Waimea. These trees, particularly Eucalyptus Robusta, were planted by the U.S. Army Corps of Engineers to provide flood management, soil erosion protection, and watershed protection.
4. Bridges crossing streams are to be kept to a minimum under federal regulations. Bridges are expected to cross streams only at a ninety degree angle and where the stream is narrow and has a firm, rocky embankment. The proposed path of Ke Ala Kahawai O Waimea is planned to cross the Waikoloa Stream on the makai side of Sandalwood which is the widest, most dangerous, most expensive location one could choose.
5. The Waikoloa Stream is part of a flood management and watershed protection area. I would expect that all Federal and State laws and regulations will be complied with. In 2004, there was a 30-year flood that impacted a number of homes and commercial buildings. If trees and riparian buffer zones are destroyed, the damage to property would expect to increase significantly. If trees/riparian buffer zones are destroyed to make way for the bicycle path, and homes and businesses are damaged or destroyed as a result, who is going to indemnify them?

Will lawsuits against Hawaii County result?

6. Laws such as the Wilderness Act, the Wild and Scenic Rivers Act, the National Environmental Policy Act (EPA) and the Federal Water Pollution Control Act (Clean Water Act) and others have jurisdiction here.
7. Numerous bird species inhabit and nest in the grasslands/scrub surrounding the Waikoloa Stream. These sensitive species are subject to regulation by the U.S. Fish and Wildlife Service and the corresponding State department.
8. Property titles are involved. Sandalwood property owners own to the middle of the Waikoloa Stream. Several owners are concerned about liability. Who is going to indemnify these property owners against an accident in the stream on their side of the property line?
9. A path in excess of 10 feet is unnecessary. The standard published by the U.S. Department of Transportation is 8-10 feet. Full size ambulances are inappropriate for bike paths (they kill people, especially children). Mini ATV ambulances are what is called for. They require less than 10 feet and are all terrain, calling in question the need for a concrete path. Both Kona and Hilo have ATV mini-ambulances. Waimea does not.
10. Noise is a concern. The land adjacent to Sandalwood is rural pastureland and the gulch. These act as echo chambers for sound. Excessive noise, along with litter, and other nuisance factors could result in lowered property values for those adjacent to the Stream.
11. The safety of children playing in the Stream is a concern. A bridge with a large gulch with large boulders is an invitation for children, particularly boys, to play. There have already been several instances of boys playing among the boulders near the drop off. Fortunately, there were no injuries.
12. Vandalism is a concern. The Waimea Nature Park, along the bicycle path route, has been vandalized twice (that I am aware of).
13. Who is going to patrol this path? On the mainland, police on bicycles are common. Does the County have the funds to patrol the path?
14. Fire danger is an important risk. The grasslands/scrub along Parker Ranch, the former Parker Ranch cattle easement, and the area adjacent to HELCO and the Transfer Station are high risk fire areas? Is the County going to irrigate these areas to prevent fires? Who is going to cut the grasslands to mitigate fire danger?

In Summary:

I speak as a private, long-time resident of Waimea, NOT as member of the CDP Action Committee. I would recommend the following be seriously considered and acted upon . . . that Ke Ala Kahawai:

1. Be no more than 10 feet wide and made of a non-concrete material.
2. Be located outside the riparian buffer zone to be determined by State and Federal regulations.
3. Select a different bridge crossing away from the makai (southwest) border of Sandalwood outside the gulch area.
4. Comply with all Federal and State laws and regulations that have jurisdiction.
5. An indemnification scheme be worked out to protect commercial and residential properties against flooding, vandalism, etc.
6. That irrigation sprinklers be installed in grassland/scrub drought affected areas to prevent fire.
7. That benches, rubbish bins, recycling bins be installed along the path to reduce the amount of rubbish that finds its way into the Waikoloa Stream.
8. That some sort of police bicycle patrol be started to patrol the path.
9. That one ATV mini-ambulance be purchased to use on the path (and elsewhere). I proposed to the Traffic Safety Committee that perhaps a Sayre Grant could be used..
10. That Hawaii County assist Parker Ranch and others to secure Conservation Easements along the

the route of the path to receive tax benefits for land donations.

I would like to propose an alternative route for Ke Ala Kahawai O Waimea that addresses my concerns. I would highly recommend that the path be placed outside the to be determined riparian buffer zone along the Waikoloa Stream. I understand from Chris Robb that he and the owner of his farm have given an easement for the path. Taking this into account, I would like to propose an alternative that mitigates many of the concerns. My suggested alternative is shown on the attached map by the green line.

I would like to summarize by saying that I am in no way opposed to Ke Ala Kahawai O Waimea. I believe that a bicycle path through Waimea is an excellent idea. However, I would like to see any bicycle path be built properly, in accordance with Federal and State laws and regulations so that no property owner or path user is injured or harmed unnecessarily due to faulty/negligent path design. I would finally request that no action is taken that unnecessarily destroys the aina, in all its many and varied aspects.

Respectfully submitted,

Fran L. Tabor

Fran L. Tabor

CC: Councilman Pete Hoffmann
Mr. Bobby Command
Ms. Cindy Evans
Mr. Dwight Takamine

Leslie Kurisaki

From: Fran Tabor [drfrantabor@gmail.com]
Sent: Monday, June 28, 2010 6:58 AM
To: Leslie Kurisaki
Subject: New Information Concerning Ke Ala Kahawai O Waimea

Hi Leslie, I would like to share with you some information I just learned regarding the proposed bike path through the grasslands/scrub adjacent to the Waikoloa Stream across from the Lalamilo Farms on the north side of the Stream.

I have just learned that there are habitats of numerous bird species of a sensitive nature that live and nest in the grasslands/scrub adjacent to the Waikoloa Stream on the north side. I also just learned that all sensitive species are subject to regulation by the U.S. Fish and Wildlife Service.

I would urge Kimura International to consider this information in their EA and to look seriously at alternative routes for the bike path outiside the riparian zone that do not endanger the aina, in all of its many and varied aspects.

Respectfully submitted,

Fran L. Tabor

Leslie Kurisaki

From: Fran Tabor [drfrantabor@gmail.com]
Sent: Tuesday, September 07, 2010 5:49 AM
To: lkurisaki@kimurainternational.com
Subject: Fwd: Ke Ala Kahawai O Waimea, Waimea Trails and Greenways

Aloha Leslie, My original e-mail to you failed. I am resending it to you. I hope you receive it. Mahalo.

Fran

---------- Forwarded message ----------
From: **Fran Tabor** <drfrantabor@gmail.com>
Date: Mon, Sep 6, 2010 at 6:35 PM
Subject: Ke Ala Kahawai O Waimea, Waimea Trails and Greenways
To: phoffmann@co.hawaii.hi.us
Cc: lkurisaki@kimurakinternational.com

Aloha Pete, I would like to alert you to an incident that happened this evening between 5:00 pm and 5:45 pm this evening.

I was sitting on my lanai during this time period when I started hearing rifle shots coming from the Lalamilo Farm Lots. It sounded as though it was coming from an area at or near Chris Robb's farm. There were shots being fired every few minutes. This happens on a regular basis - - perhaps a farmer is hunting pigs. I don't know. **While the shots were still being fired, at about 5:40 pm or so, a teenager emerged from the trees between Chris Robb's farm and the Parker Ranch pasture on the Kona side adjacent to the Waikoloa Stream. He had a dog with him and was wearing a back pack (he may have been camping among the trees).** He was within earshot of me so I yelled to him that a rifle was being fired and to get out the area immediately. He replied that he heard the shots and "it scared him". I told him to hurry and leave the area. After he left, the rifle shots stopped immediately.

Pete, please, please please select another route for the Waimea Trails and Greenways, Ke Ala Kahawai O Waimea. The route along the Waikoloa Stream has lots of issues. This is just another one. I would hate to see someone seriously injured or killed on the bike path along the stream and adjacent to the farm lots.

Thanks for listening.

Fran

Leslie Kurisaki

From: lizamichaelson@gmail.com on behalf of Liza Michaelson [liza@rockisland.com]
Sent: Saturday, June 19, 2010 12:44 PM
To: lkurisaki@kimurainternational.com
Subject: Ke Ala Kahawai O Waimea
Attachments: IMG_9528.JPG

Dear Leslie,
My mother recently moved to Waimea, and it is clearly a lovely place to call home with much history...
The only note of dissaapointment is the lack of walking paths, and the fact thta she cant walk inot waimea without a steady stream of fast loud traffic flying by.
I live on an island, too, and here I am a member of the San Juan Island Trails Committee.
My mother sent me a newspaper clipping from June 3, 2010 describing your proposed foot and bicylce path. I am thrilled because it seems to run exactly where it will make a big difference in her daily life.

She lives on Puahia, down in Kamuela View Estates. I am not exactly sure of where this path is planned, but if it runs from Waimea Town to South Kohala View Estates..I think it is the answer to our prayers!!!

Since there is truly no safe shoulder along that stretch of road this path will provide a very much needed corridor for non motorized transport.

In my experience even when there is not s huge public outcry of need for a walking/ bicycling path, you will find that soon after it goes in there will be an ever increasing stream of use, from cyclists to strollers, joggers, locals with groceries, kids on bikes to school, etc.

Go Waimea Trails and Greenways!!! Great choice of places to put your focus!!

I send you a big applause and hope the planning process is smooth and successful!

Aloha, Liza Michaelson

ps attached photo is of a public footpath at Cattle Point Lighthouse on San Juan island

--
Liza Michaelson
Sunny Knoll Guest Suite
PO Box 2835
Friday Harbor, WA 98250

phone: (360) 378-3875 home
(360) 388-5587 iphone

Leslie Kurisaki

From: Glenn Kimura [glennk@kimurainternational.com]
Sent: Tuesday, June 22, 2010 4:33 PM
To: 'Leslie Kurisaki'
Subject: FW: Ke Ala Kahawai O Waimea

From: lawbess@aol.com [mailto:lawbess@aol.com]
Sent: Monday, June 14, 2010 12:33 PM
To: glennk@kimurainternational.com
Cc: l.kurisaki@kimurainternational.com; jwa143@aol.com; rhast@lava.net
Subject: Ke Ala Kahawai O Waimea

Dear Mr.
Kimura,
June 13, 2010

This is in response to your letter dated May 14, 2010 requesting our comments to an investigation of an alternative alignment to the Ke Ala Kahawai trail that runs along Waikoloa Stream. As you are aware, the Waimea community, through numerous community meetings over the years, have expressed their full support for the Waikoloa Stream trail. The topography of the Waikoloa Stream trail has been found to be most conducive to a 10 to 12 foot wide trail that is accessible to pedestrians, bicyclists and other non-motorized vehicles. In light of the Waimea community's efforts to anchor the Waikoloa stream trail with two public parks and its exhaustive research as to the best alternative transportation pathway that links residential areas, schools, office and commercial areas and recreational areas, the trustees of Anna Perry-Fiske Charitable Trust believe that pursuing the alternative trail running through its property would be in error.

The map attached to your May 14th letter is insufficient to accurately determine the proposed alignment of the alternative trail running through our property. Does the proposed alternative trail run along Waiauia (also referred to as Kohakuhau) stream as we surmise? If so, the topography of both sides of the river running through our property (north and south) cannot accommodate an alternative 10 to 12 foot trail that will allow pedestrians, bicyclists and pedestrian uses without engaging in substantial (and costly) improvements.

Lastly, please be advised that the uses of Anna Ranch property are dictated by a trust document established by the late Anna Lindsey Perry-Fiske. The trust document does not provide for the dedication of the proposed alternative trail. Thank you for the opportunity to comment on your proposed alternative to the Waikoloa stream trail. We look forward to a speedy approval of the environmental assessment for the Waikoloa stream trail.

Aloha,

Stephen G. Bess, Co-trustee
Anna Perry-Fiske Charitable Trust

July 14, 2010

Dear Clem,

For many years now you have been the main advocate for a bike trail from your home to the center of town. It is coming to fruition.

You have some obstacles still to overcome no doubt.

In essence I am for such a trail for people and bikes to use.

I am an advocate for trees. In particular, I advocate for the old and largest trees in the center of town. The eucalyptus trees along the stream are my main concern in your effort to extend the trail into town.
Straight trails are probably preferred by most people. The object of most travelers is to get from one place to the other in the shortest amount of time and distance.
However, the trees stand in the way of a trail that is straight.

Those trees are older than we are, Clem. They are survivors of many storms and droughts and floods and whatever has been thrown at them over the last 80 to 100 years. They can not survive the attack of humans if we take a chain saw to them again.
Most of the forest that was there is gone now. Made into chips. Not much of a legacy for our posterity.

The remaining small forest is the green heart of Waimea. When they are gone we will have just another humdrum squat little village with lots of lights and noise and very little wild bird life. They provide homes to lots of birds. They provide shade to indigenous undergrowth species. They provide a wind break to homes in the Ahuli Park Subdivision. They provide a sound barrier also. They absorb sound and dust and water. They give respite to people from the hustle and bustle of work and life.
They create white sound of wind in leaves that sounds much like water.
They talk with grunts and groans and squeaks and squeals. They are alive and they deserve to stay that way.
Who are we, who are just passing through, to destroy them for our convenience of a few seconds of shortened travel time? It is arrogance and hubris. They provide fuel for heaters and stoves. With

The nature park is no longer natural. It is on a least and they chop away every weekend with chain saws. They chip up the residue of the trees they take down.
Wildness has a place in Waimea and in our lives. People who live on concrete and asphalt tend to forget who they are and where they came from. We are erect animals with big brains that have wandered farther and farther from their origins and are not better for it.

It is a small wild spot in the center of Waimea that we should/must preserve. The trees are the living heart of that wildness.

I implore you not to destroy them in the name of expediency and progress. Generations to come will thank us for saving these wild things. If they are destroyed, the next generation of people will not remember them but they will feel their absence in their ennui and discontent. They will not know why each day is drab and lifeless. They will go on with their lives and adapt to the way things are.
But they will be less human for the loss of these trees.

Believe me, I have seen what living completely separate from nature does to humans. So have you. Planted street trees are not the same. I once lived in a forest in Mendocino County, California. I know what I felt like there. It was a joy to arise in the morning. I worked in the US Forestry. I built trails in the forest. In the wilderness. I have seen the look people from the city get when they encounter real wilderness. They smile. They feel inner peace and joy.

This tiny slice of nature we have here in Waimea is valuable, Clem. It speaks to people with an ancient voice we all recognize if we listen.

I have heard some people say that these trees should be cut down and replaced with lesser trees that are not so tall and do not drop limbs etc. They call them stupid trees. I ask you, who is the more stupid...the tree with no brain or the man who fails to use his?

As you can see, I value and love these remaining trees. I feel it would be a crime against our people and their children to remove them from our present and future.
I pray that you leave them be.

Aloha, Tom Beach

Tom Beach

HALE KEA FARMS

A DIVISION OF BLANCO INVESTMENTS & LAND, LTD.

June 8, 2010

RECEIVED JUN 09 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people, with special needs, cross the highway at the entrance to my subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient

P.O. BOX 1537 • KAMUELA, HAWAII 96743 • TEL: (808) 885-7053 • FAX: (808) 885-4716

alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

<u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths</u>.

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

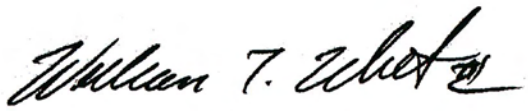
pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path. Have you conducted an environmental impact study as required by law?

Finally, how is it that any agency can arbitrarily take, use, or inversely condemn private property without any authority or a proper hearing?

I would be most interested in your comments on all of the above.

Thank you for your attention.

Sincerely,



William T. White, III

Waimea resident: 65-1410 Kawaihae Road

Land owner along stream: _X_Yes ____No
TMKs: 6-5-006-001
6-5-006-016
6-5-006-017
6-5-006-018
6-5-001-002
6-5-001-052

Phone number: (808) 885-7053
e-mail: hkfarms@hawaii.rr.com

cc: Pam Cushnie
Steve Hurwitz
Charles Campbell

Leslie Kurisaki

From: Glenn Kimura [glennk@kimurainternational.com]
Sent: Tuesday, June 22, 2010 1:24 PM
To: 'Leslie Kurisaki'
Subject: FW: Waimea Trails and Greenways

See below

From: HOELIKE@aol.com [mailto:HOELIKE@aol.com]
Sent: Tuesday, June 15, 2010 9:34 PM
To: glennk@kimurainternational.com
Subject: Re: Waimea Trails and Greenways

Glenn,

This is a e mail that has been circulating in Waimea. Should it be included in the EIS?

Leningrad

From: Drew Medeiros
Sent: Tuesday, June 08, 2010 4:14 PM
To: bulletin
Subject: 10-12 foot wide PAVED path/road through Waimea pastures.

Aloha~
Voicing your opinion on this matter before June 14 is crucial. Your way of life, your environment, your view planes, and your tax dollars are all at stake. The County believes that there are few opponents to this plan. If you are opposed, now is an important time to say so.
Mahalo for your time ~ Michelle Taira Medeiros

****
You may have already heard about the Waimea Trails and Greenways plan to provide an alternative means of getting to the middle of Waimea from the Kawaihae side of Waimea.

Did you know that there is a plan in motion to make this "trail" a paved path?
(That's what the paved path will look like if it is implemented.)
A 10 to 12 foot wide paved path is not a Greenway. It's a road.

But, if the project had been named "Waimea Trails and Blackway", would it have gotten as much support?

It might not be planned for your backyard, but it still poses a significant impact to your environment, the rural nature of Waimea, and perhaps people you know and care about. Maybe you agree with one of the following points. If so, *please make your opinion known* by June 14. (Making your opinion known is easy. I've included the e-mailing address and snail mailing address, and started a letter for your convenience.)

The County of Hawaii Department of Parks and Recreation is preparing an Environmental Assessment

(EA) for the Waimea Trails and Greenways project. The County's consultant, Kimura International, is requesting public comments to be included in the draft EA.

http://www.westhawaiitoday.com/articles/2010/05/28/local//local04.txt
"The plan is to create a 10- to 12-foot-wide paved path pedestrians, bicyclists and other non-motorized vehicles may use."
"The environmental assessment will include alternative alignments."

In the past, there has been considerable support for this project.
But this project has morphed. It includes paving, and an alternative alignment.

Did you know there is at least one alternative that would require the adverse posession (i.e. condemnation) of private lands owned (with mortgages) by at least 25 hard working people just like you? Some of these people have lived on the land for multiple generations; they're the ones who built this town. Others moved to this town because they liked its peaceful, rural qualities.

Maybe you object to the plan for the paved trail/road for the following reasons:

significantly impacts natural and cultural resources (paving along the streams will require grading and disturb existing plants nd streamside stability; the alternative alignment would illegally demolish archaeological sites such as a Hawaiian irrigation ditch [auwai]).

curtails the beneficial uses of the agricultural lands it will condemn for recreational purposes

substantially erodes the rural nature of Waimea (10 to 12 foot wide PAVED path cutting through private lands, that's urbanization)

Would you use the paved trail as a way to bike or walk to town for work? Would you let your kid walk to school on the trail?
The Waimea Trails and Greenway's project supporters think YOU will.
If you won't use it to get to work or let your kids walk to school, please speak up.
If Waimea's weather and topography makes it unlikely that you'd ride your bike to work, please speak up.
If you'd only use the trail for recreation, do you think that recreation is a good reason to take private lands away from people who worked hard to build homes in rural setting? If so, speak up. Please.
If you'd rather see a bike lane or safer wider shoulder along the existing road, speak up.

The original trail and the alternative will detrimentally affect ambient noise levels of those land owners who did not expect a trail to show up in their back yard. Imagine dogs, people talking, skate boarders, walking behind your house in addition to in front of your house.

While the trail, paved or not, could contribute to the health of the community, if used, there are already opportunities and facilities to meet these needs. Building a trail will not significantly improve the communities health.

The trail is expected to comply with the Americans with Disability Act. This means a wider easement than 10 to 12 feet will be required to accomodate the required slopes/grade for wheel chair access. A wider easement means substantial loss of land by some private land owners, people you know who worked hard for their place in a RURAL community. If we wanted paved roads through pastures, we would have moved elsewhere.

If you object to the implementation of the 10-12 foot wide paved "trail and greenway" for any of the above mentioned reasons, or reasons of your own, please let your voice be heard by June 14.
If the project had been named "Waimea Trails and Blackway", would it have been as appealing.

You can e-mail your response to

Leslie Kurisaki
Kimura International Inc.
LKurisaki@kimurainternational.com

(OR mail to 1600 Kapiolani Boulevard, Honolulu, Hawaii 96814)

For questions about the project, call Bobby Command, Office of the Mayor at 327-3602

To help you get your e-mail or letter started please feel free to use the following:
****

Insert your mailing address
Date (before June 14)

Leslie Kurisaki
LKurisaki@KimuraInternational.com
Kimura International, Inc.
1600 Kapiolani Boulevard., Suite 1610
Honolulu, Hawai`i 96814

RE: Waimea Trails and Greenways
Environmental Assessment -- Early Counsultation

Dear Ms. Kurisaki

I oppose the proposed Waimea Trails and Greenways project and the alternative path described in your May 14 regarding the subject because it will have a significant adverse impact.

Insert your own description of significant adverse impact and/or add words from above.

Sincerely,

Your name

P.O. Box 2183
Kamuela, HI 96743
July 9, 2010

RECEIVED
JUL 12 2010
County of Hawaii
Finance Department
Property Management Division

Commissioners of the
COUNTY OF HAWAI'I
Department of Finance
Public Access, Open Space and Natural Resources Preservation Commission
25 Aupuni St
Hilo, HI 96720

Aloha Commissioners~

While the Public Access, Open Space and Natural Resources Preservation Commission (Commission) accepts suggestions for sites or projects to improve upon public access, open space, and natural resources preservation, *I am writing to suggest a County project which should not be pursued.* I am also writing to request the Commission's assitance in advising the Mayor of an inappropriate use of County funds.

The County of Hawai'i (County), Department of Parks and Recreation has hired a contractor, Kimura International Inc. (Kimura), to prepare an Environmental Assessment (EA) to consider the impacts of creating a 10- to 12-foot-wide paved path through a portion of Waimea. The EA must include alternative paths. One of the alternative paths is the point of my concern.

The alternative path that has been identified in preliminary communications from Kimura is situated on private properties which include my own. None of the property owners on the alternative path were contacted by the County or Kimura prior to or after the alternative path was publicly identified.

While proponents of this project have informed me that the alternative path alignment was disclosed at a public meeting in Waimea, implying I had the opportunity to be informed earlier or object sooner, I am sure that the public process should have involved me before the wider public knew, and not after. A former member of the Commission informed me that the consideration of the alternative path should have included a discussion with me and other private property owners before a public disclosure. ***The County's process for obtaining public access has been ignored.*** I should not have to attend every public meeting for the rest of my life to protect my property.

Furthermore, the EA is being prepared in compliance with the National Environmental Policy Act (NEPA). NEPA requires the consideration of "the environmental impacts of their proposed actions and **reasonable alternatives** to those actions." The identification of an alternative path on private lands is **not** a reasonable alternative especially when those landowners are expressly opposed to the path.

For these reasons, the Mayor should be informed that the use of County funds to prepare an EA that identifies an unreasonable alternative path is a misuse County funds.

I would like the opportunity to discuss this matter with the Commission at the next available opportunity. Please reply to me by phone, e-mail, or mail:

990-9148
cchellez@gmail.com
P.O. Box 2183
Kamuela, Hawai'i 96743

Mahalo for your consideration of this matter~

Michelle Medeiros

June 3, 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

RECEIVED JUN 09 2010

From: Pamela Cushnie
P.O. Box 1632 (65-1242 Pako Place)
Kamuela, HI 96743

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I have separated my comments into 3 parts: **A**. my concerns over the release of public information, **B**. my general concerns regarding the Alternative Alignment, (see attached Map of May 7th) and **C**. my personal comments.

A. My first notification of the actual Alternative Alignment was when a friend called to say she had seen a "confidential" map at a Board meeting, and noticed my house was along the orange line showing a proposed alternate route. She had been told to keep the information confidential, and she felt this included the NEPA map. When I tried to research this map via the Greenways website, there were no pages available.

Earlier newspaper articles in West Hawaii Today only mentioned that alternate alignments were being explored, but gave no source for further information about them, such as other websites. As a community member, I found it impossible to access the NEPA map using any other source, so I had to prevail upon my friend to show me the map and the letter from Kimura International.

Calls to Kimura International were generally helpful but not specifically informative, as the lead person is not available until June 14, the day of the deadline, and no one else had the information. Calls to County officials James Komata and Bobby Command were very helpful and they both took time to explain the early consultation process. They were unable to explain the source of the map and why there was such a very limited release of information.

My understanding from them was that general comments were being solicited from the public, and that the purpose was not to focus on any of the pathways, so therefore the map was not really necessary for public input. I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the NEPA map, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it puts those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given. I have personally spoken with about 20 residents who have property fronting the alternative trail, and none of them had heard of the new alternative route.

B. General comments:

My understanding is that the trail needs to be ADA compliant in all sections in order to meet Federal guidelines and receive Federal money. Following are some topographical concerns:

There are several " signed shared roadway" sections along the proposed alternate route that are currently narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to ____ subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Crossing private property, private roads and bridges creates liability issues that some individuals may not be able to financially afford. In my Pako Place subdivision we pay a large yearly insurance premium based on maintaining "zero" public access through our private street. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, cross Pako Place street, and use the bridge, we would definitely be liable for any injuries and damages.

Because some of the property is owned jointly by our Pako Homeowners Association, all HOA members would have to share in the increased rates, even if we did not live along the stream/pathway. We would legally be required to report any change in public access to the common property and would have to pay for greater coverage. Wouldn't the same be true where the path crosses other private lands?

The Wai'au'ia Stream (orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. The bridge at the base of the Parks/ Gil Smart estate has had water flowing over top of it and debris accumulating in heavy rains. Our part of the stream can have rushing water expand horizontally as far as 80

feet from its regular bed during seasonal rains. Where could you put a 10 foot wide path so pedestrian safety would not be impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks (delineated by the County or State?) seem to be very accurate. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river impacts land up to 80 feet away from the streambed, where would you build such a path? In some areas, you'll be putting the pathway under front porches, where water has occasionally risen. Who will maintain the integrity of the pathway, and check it regularly? Who will monitor correct pedestrian activity on the path, especially if the path is located close to homes?

Years ago we were cautioned by the Army Corps of Engineers not to disturb the banks of the stream, because flooding outside the rocky streambed causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed in another part of the stream (in the old Wai'aka compound across from the entrance to the Transfer Station), as the water has moved into ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

C. Personal comments: <u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be immediately dropped from your list of possible options.</u> Just because the Trail and Greenways project has decided they want to walk along a river does not mean that Wai'ua'ia Stream is a good choice as an alternative route. Even if the application for Federal money requires a viable alternate to be offered in the Greenways proposal, it does not mean that further taxpayer money should be spent researching an obviously inappropriate option for the next 15 years.

Pedestrian safety, ADA compliance, disturbance of the stream banks, higher insurance costs, privacy issues, cleanup of litter, burial site disturbance, lack of transparency in disseminating information, and wasted taxpayer money are just some of the issues that I am concerned about. Other landowners have comments specific to their areas, and I will support their concerns about brush fires during drought conditions, loose dogs running along the trail necessitating new fencing along path boundaries, liability with parking issues, loss of privacy on small lots, stream realignment during floods, supervision and maintenance of the trail, cost of repairs, etc. These are additional concerns that warrant your consideration.

Thank you for your attention.
Sincerely, Pamela Cushnie

Pamela Cushnie

June 3, 2010

RECEIVED JUN 09 2010

To: Kimura International, Inc.
1600 Kapiolani Blvd., Suite 1610
Honolulu, HI. 96814
Attn: Leslie Kurisaki

Re: Waimea Trails and Greenways project, and your request for early consultation comments

I feel strongly that the limited release to only a segment of the population is not in the spirit of transparency. I would ask you to determine who was in charge of the map of May 7th, if it is a public document paid for with taxpayer money, in what ways was it made available to the general, and why the map had such a limited release.

Although you may be asking only for general public input, it places those of us along your newly designated route at a disadvantage, not knowing that we are now personally involved in the new route. The Trail and Greenways committee has been gathering input for about 15 years, so the sudden appearance of the orange trail adds a huge new dimension to your request for public comments. I am upset that we were not given the courtesy of access to the detailed information that other community members were given.

There are several " signed shared roadway" sections along the proposed alternate route that have narrow, winding roadways with no shoulders (see Kohala Mountain Road section). How will people with special needs cross the highway at the entrance to WK subdivision? How will people walk along the gulch or narrow highway sections safely?

The incline in the path along Wai'au'ia Stream has changes in elevation of perhaps 30 vertical feet over short distances. What will people, looking for an efficient alternative to driving, think about walking along such a steep pathway? Will young children, parents walking with youngsters, the elderly, bicyclists travelling at faster speeds, and horseback riders be safe within these limited sight sections?

Any increase in the general public crossing private property creates liability insurance that some individuals may not be able to financially afford. If we were to allow (even with legal easements) the general public to walk along this portion of Wai'au'ia stream, we would be liable for any injuries and damages. With greater exposure to people walking across my property I would have to pay for greater house/ theft/ fire and liability coverage. (I believe it is impossible to get glass breakage coverage.)

The Wai'au'ia Stream (much of the proposed orange pathway) is known for quick changes in water flow. We have had sudden height increases of approximately 15 feet in a matter of minutes when it rains in the mountains. Where would you safely put a 10 foot wide path so it is not impacted by this seasonal flooding, shifting boulders and floating debris? Would the pathway be closed to pedestrians well before flooding presented any danger to those using it? Would land owners be compensated for erosion and damage to their property and houses?

The Flood Innundation setbacks seem to be very accurate predictors of flooding impact. If the proposed pathway (10-12 feet wide) is to be built along the stream, and the river covers land up to 80 feet away from the historical streambed, where would you build such a path? In some instances you'll be right next to a house.

The Army Corps of Engineers has advised land owners not to disturb the banks of the stream, because the flooding causes erosion and re-alignment of the winding stream. Large boulders, heavy debris, and uprooted plants are all moved downstream by the water. Erosion has apparently caused human bones to be exposed when the stream impacted ancient family burial plots. Will the Burial Council be consulted before any soil is disturbed?

<u>I do not want the May 7th Alternative Alignment to be considered as a viable option. I would like Wai'au'ia Stream route to be dropped from your list of possible paths</u>.

Wai'ua'ia Stream is not a good choice as an alternative route. No further taxpayer money should be spent researching this option.

Other concerns are: brush fires during drought conditions; loose dogs running along the trail, necessitating new fencing along path boundaries; possible vandalism issues; loss of privacy on small lots; cost of regular maintenance of the pathway for litter, graffiti, and broken glass; cost and responsibility for path repairs; cost to the County of Hawaii to monitor the safety and condition of the path; liability costs incurred by the County; and concerns about additional demands on our law enforcement officers and how they will monitor activity on the path.

Thank you for your attention.

Sincerely, Cynthia Yarawanai — Signature

Cindy Yarawanai — printed name

Waimea resident YES

Land owner along stream ✓ Yes ____ No

Phone number 808/885/0399

PLANNING DEPARTMENT
COUNTY OF HAWAII

2010 JUL -6 PM 2:44

June 28, 2010

Dear Director of Planning Department B.J. Leithead Todd,

We are a life-long residents of Hawaii, and voters from District 9, Waimea. On May 14 a letter and a map were distributed by Kimura International to a very small section of island residents, requesting preliminary public comments for an Environmental Assessment being done on the Waimea Trails and Greenways Shared Use Path. Their NEPA Map of May 7th clearly shows a newly proposed orange alternative pathway. See attached.

Unfortunately, no resident along the proposed alternative pathway seems to have been provided with the letter or the map. We were shown the documents only because a concerned friend, a board member, was given the letter and map and was told they were "confidential". She realized they impacted all the residents along the Wai'au'ia Stream, and gave us a copy.

The newspaper release by Kimura does not offer any place to access the map. Again, a brief mention of "exploring several alternative alignments" was made, but no details were provided. Those of us most impacted by the orange alternative route apparently were not on the distribution list and had no other way to access this public information. (Maps were not available on the Waimea Trails website, and Mr. Command and Mr. Komata seemed surprised that it had even been released to the public.) We personally have talked with 40 streamside residents, and none had ever seen the letter or map.

We have asked Kimura International specifically for their distribution list and documentation of any preliminary research they did to identify Wai'au'ia Stream as a viable alternative pathway. Those of us who live along the stream know it has many serious limitations and it would not make a good multi-use commuter path. Many residents are upset and have written to Kimura to voice their concerns about the path crossing private lands, etc. We have enclosed copies of our letters to Kimura as an example of some of the concerns being raised. All the recent comment letters should be compiled by Kimura as part of the EA process.

SCANNED
JUL 07 2010
By 064728

We have been in contact with Bobby Command and James Komata, and both have been very helpful, but the original notification process was flawed and has left many people out of the information loop. There has been no real transparency in the way Kimura presented their request for public input. (It would have been very easy to mail information to residents along the stream, as Goodfellow Brothers does to announce their road construction projects.)

County money is being spent to fund this EA. To be told that this information was originally labeled "confidential" at a closed private-sector board meeting (not a County meeting), and to have no other apparent access to the specific details makes us question their compliance to HRS Chapter 343.

We are hoping that you and your commission are aware of Kimura International's call for early consultation and have been working with the County to independently determine if this alternative path is actually feasible. We personally would like the path along Wai'au'ia Stream to be dropped from County consideration, before more good money is spent on a poorly chosen "possible" alternative.

Please let us know if we can provide you with more information. We would be happy to share the responses from Kimura International with your director.

Sincerely,

Pam Cushnie

Pamela Cushnie
P.O. Box 1632 (65-1242 Pako Place)
Kamuela, HI 96743

Kurt Shively
LaDonna Shively

LaDonna and Kurt Shively
P.O. Box 2233
Kamuela, Hi 96743

June 28, 2010

Dear Commissioner Mr. Searle Green,

We are a life-long residents of Hawaii, and voters from District 9, Waimea. On May 14 a letter and a map were distributed by Kimura International to a very small section of island residents, requesting preliminary public comments for an Environmental Assessment being done on the Waimea Trails and Greenways Shared Use Path. Their NEPA Map of May 7th clearly shows a newly proposed orange alternative pathway. See attached.

Unfortunately, no resident along the proposed alternative pathway seems to have been provided with the letter or the map. We were shown the documents only because a concerned friend, a board member, was given the letter and map and was told they were "confidential". She realized they impacted all the residents along the Wai'au'ia Stream, and gave us a copy.

The newspaper release by Kimura does not offer any place to access the map. Again, a brief mention of "exploring several alternative alignments" was made, but no details were provided. Those of us most impacted by the orange alternative route apparently were not on the distribution list and had no other way to access this public information. (Maps were not available on the Waimea Trails website, and Mr. Command and Mr. Komata seemed surprised that it had even been released to the public.) We personally have talked with 40 streamside residents, and none had ever seen the letter or map.

We have asked Kimura International specifically for their distribution list and documentation of any preliminary research they did to identify Wai'au'ia Stream as a viable alternative pathway. Those of us who live along the stream know it has many serious limitations and it would not make a good multi-use commuter path. Many residents are upset and have written to Kimura to voice their concerns about the path crossing private lands, etc. We have enclosed copies of our letters to Kimura as an example of some of the concerns being raised. All the recent comment letters should be compiled by Kimura as part of the EA process.

We have been in contact with Bobby Command and James Komata, and both have been very helpful, but the original notification process was flawed and has left many people out of the information loop. There has been no real transparency in the way Kimura presented their request for public input. (It would have been very easy to mail information to residents along the stream, as Goodfellow Brothers does to announce their road construction projects.)

County money is being spent to fund this EA. To be told that this information was originally labeled "confidential" at a closed private-sector board meeting (not a County meeting), and to have no other apparent access to the specific details makes us question their compliance to HRS Chapter 343.

We are hoping that you and your commission are aware of Kimura International's call for early consultation and have been working with the County to independently determine if this alternative path is actually feasible. We personally would like the path along Wai'au'ia Stream to be dropped from County consideration, before more good money is spent on a poorly chosen "possible" alternative.

Please let us know if we can provide you with more information. We would be happy to share the responses from Kimura International with your commission.

Sincerely,

Pam Cushnie

Pamela Cushnie
P.O. Box 1632 (65-1242 Pako Place)
Kamuela, HI 96743

Kurt Shively
LaDonna Shively

LaDonna and Kurt Shively
P.O. Box 2233
Kamuela, Hi 96743

Leslie Kurisaki

From: Reginald David [rdavid@ilhawaii.net]
Sent: Tuesday, July 20, 2010 10:06 AM
To: Leslie Kurisaki
Cc: 'Eric Guinther'
Subject: Re: Waimea Trails and Greenways - tree input

Leslie,

The trees in question are all alien species - I don't know how old they are but I highly doubt they are a hundred years old (Ric?). The vegetation in the area is all but totally non-native, the result of agricultural clearing and other anthropogenic modifications to the native habitats. Eucalyptus, ficus, shinus and other large trees currently in the area, grow easily and relatively rapidly.

Reg.

Reginald David
Rana Biological Consulting, Inc.
P. O. Box 1371
Kailua, Kona, Hawaii 96745-1371

329-9141 Phone
937-0124 Cell
rdavid@ilhawaii.net
Please consider the environment before printing this email.

On Jul 20, 2010, at 8:42 AM, Leslie Kurisaki wrote:

> Ric and Reggie,
> FYI, input from a community resident.
>
> Leslie
>
> -----Original Message-----
> From: Clemson Lam, Architect [mailto:c.lam4@hawaiiantel.net]
> Sent: Monday, July 19, 2010 4:35 PM
> To: Leslie Kurisaki; Glenn Kimura
> Cc: Bobby Command; James Komata
> Subject: WT&G - tree input
>
> Hi Leslie,
>
> I got this letter last week put into my door at work. I do not have a contact number for Tom Beach but will try to get one next time I see him.
>
> Clem Lam
>
> <Beach 1349.jpg><Beach 2347.jpg>