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February 8, 2011

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

Dear Mr. Tuiolosega,

Final Environmental Assessment/FONSI  
Kailua Park Master Plan  
North Kona District, Hawai'i Island  
TMK [3] 7-5-005:007 and [3] 7-5-005:083

The County of Hawai'i Department of Parks and Recreation (DPR) proposes to implement its long-range master plan for the 117-acre Kailua Park, also known as "Old Airport Park" or "Maka'eo."

The DPR has reviewed the comments received during the 30-day public comment period which began on August 23, 2010. We have determined that this project will not have a significant environmental effect and have issued a Finding of No Significant Impact (FONSI). Please publish this notice in the February 23, 2011 edition of The Environmental Notice.

We have enclosed a completed OEQC publication form, and one hard copy and one CD of the Final EA.

Please call Mr. James Komata, Park Planner at (808) 961-8311 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert A. Fitzgerald".

Robert A. Fitzgerald, Director

# Kailua Park Master Plan

aka Old Airport Park/Maka'eo

County Contract C.002100



County of Hawai'i,  
Department of Parks and Recreation  
February 2011

**FINAL**  
**ENVIRONMENTAL**  
**ASSESSMENT**



# Kailua Park Master Plan

aka Old Airport Park/Maka'eo

County Contract C.002100

## **FINAL** ENVIRONMENTAL ASSESSMENT

Prepared for:  
**County of Hawai'i,**  
**Department of Parks and Recreation**

Prepared by:  
Kimura International  
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Honolulu, HI 96814

February 2011

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LIST OF ACRONYMS

ADA	Americans with Disabilities Act
BFE	base flood elevation
BMP	Best Management Practices
CDP	Community Development Plan
CIA	Cultural Impact Assessment
CWA	Clean Water Act
CZM	Coastal Zone Management
DA	Department of the Army
DAR	Division of Aquatic Resources
DLNR	Department of Land & Natural Resources
DOCARE	Division of Conservation and Resources Enforcement
DOH	Department of Health
DPR	Department of Parks and Recreation
EA	Environmental Assessment
EMS	Emergency Medical Services
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
HELCO	Hawaiian Electric Light Company
HRS	Hawai‘i Revised Statutes

HT	Hawaiian Telcom
KCAC	Kona Community Aquatics Center
LED	light emitting diode
LEED	Leadership in Energy and Environmental Design
LPS	low pressure sodium
LUPAG	Land Use Pattern Allocation Guide
MLCD	Marine Life Conservation District
MOU	Memorandum of Understanding
MSL	mean sea level
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NHT	National Historic Trail
OEQC	Office of Environmental Quality Control
OHA	Office of Hawaiian Affairs
QLT	Queen Lili'uokalani Trust
SHPD	State Historic Preservation Division
SMA	Special Management Area
TMK	tax map key
USFWS	U.S. Fish and Wildlife Service

## Project Summary

Item	Description
Project Name	Kailua Park Master Plan, Contract No. C.002100, County of Hawai‘i, Department of Parks and Recreation
Proposing Agency	County of Hawai‘i, Department of Parks and Recreation (DPR)
Approving Agency	County of Hawai‘i, Department of Parks and Recreation (DPR)
Determination	Finding of No Significant Impact
Location	Kailua-Kona, North Kona District, Island of Hawai‘i
Tax Map Keys	TMK (3) 7-5-005:007 & (3) 7-5-005:083
Existing Uses	<p>The 117-acre project area includes the County’s Kailua Park and the former Old Kona Airport State Recreation Area. The project area is often referred to as “Old Airport Park” or “Maka‘eo.” Existing uses include multi-purpose ball fields, an aquatic center and gymnasium, basketball and tennis courts, in-line roller hockey rink, temporary skateboard park, horseshoe pit, toddler playground, a multi-purpose events pavilion, beach pavilions and restrooms, temporary canoe hale, walking and jogging path, botanical garden and base yard operations for the State DLNR and County DPR. Most of the northern half of the property is dominated by the former airport runway, which is used as a roadway to access the beach areas and the Maka‘eo Walking and Jogging Path.</p>
Landowner	<p>State of Hawai‘i. However, the Board of Land and Natural Resources (BLNR), with the concurrence of the Department of Land and Natural Resources (DLNR) and in conformance to HRS 171-11, has approved the set aside (assignment of management jurisdiction) of the park to the County of Hawai‘i for park and recreational purposes. In the interim, the BLNR has allowed for a Construction and Management Right of Entry to be granted to the County until such time that the Governor’s Executive Order is finalized. The County assumed management responsibilities over the entire park effective January 1, 2008 in close coordination and cooperation with State Parks’ staff and administration.</p>
Need for Project	<p>The master plan provides a long-range guide for development and use of the 117-acre property over the next 20+ years. Because the 98-acre State Old Kona Airport State Recreation Area is being conveyed to the County, a comprehensive plan for the entire 117-acre park was needed. The master plan recommendations address current and future demand for improving this district park in Kailua-Kona. It also identifies recreational needs that would be appropriate to be located at other park sites or a future regional park in the Kailua-Kona area.</p>
Project Description	<p>The project includes a wide range of improvements such as additional restrooms and lockers, concessions, canoe halau, youth and senior centers, 25-yard swimming pool, skate park, shared-use pedestrian and</p>

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Item	Description
	bicycle path, new access roads and parking and additional lawn and landscaped areas. A major proposal calls for removal of the old airport runway and creation of a new beach access road with parking. Northern areas of the site which are rich in cultural resources will remain undeveloped and protected and maintained as a cultural preserve.
Flood Insurance Rate Map	Makai portions of the property are located within Flood Zones “VE” and “AE.” Base flood elevations range from 6 to 10 feet above mean sea level.
State Land Use	Urban
Zoning	ML-20, Limited Industrial
Special Management Area (SMA)	Project is within the SMA, and a SMA Use Permit is required from the County Planning Department.

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# 1 INTRODUCTION

The County of Hawai‘i, Department of Parks and Recreation (DPR) has prepared a comprehensive, long range master plan for the 117-acre area that includes the County’s Kailua Park and the former Old Kona Airport State Recreation Area. The project area is often referred to as “Old Airport Park” or “Maka‘eo”. The project location is shown in Figure 1. The property is identified as TMK (3) 7-5-005:007 & (3) 7-5-005:083 (Figure 2).

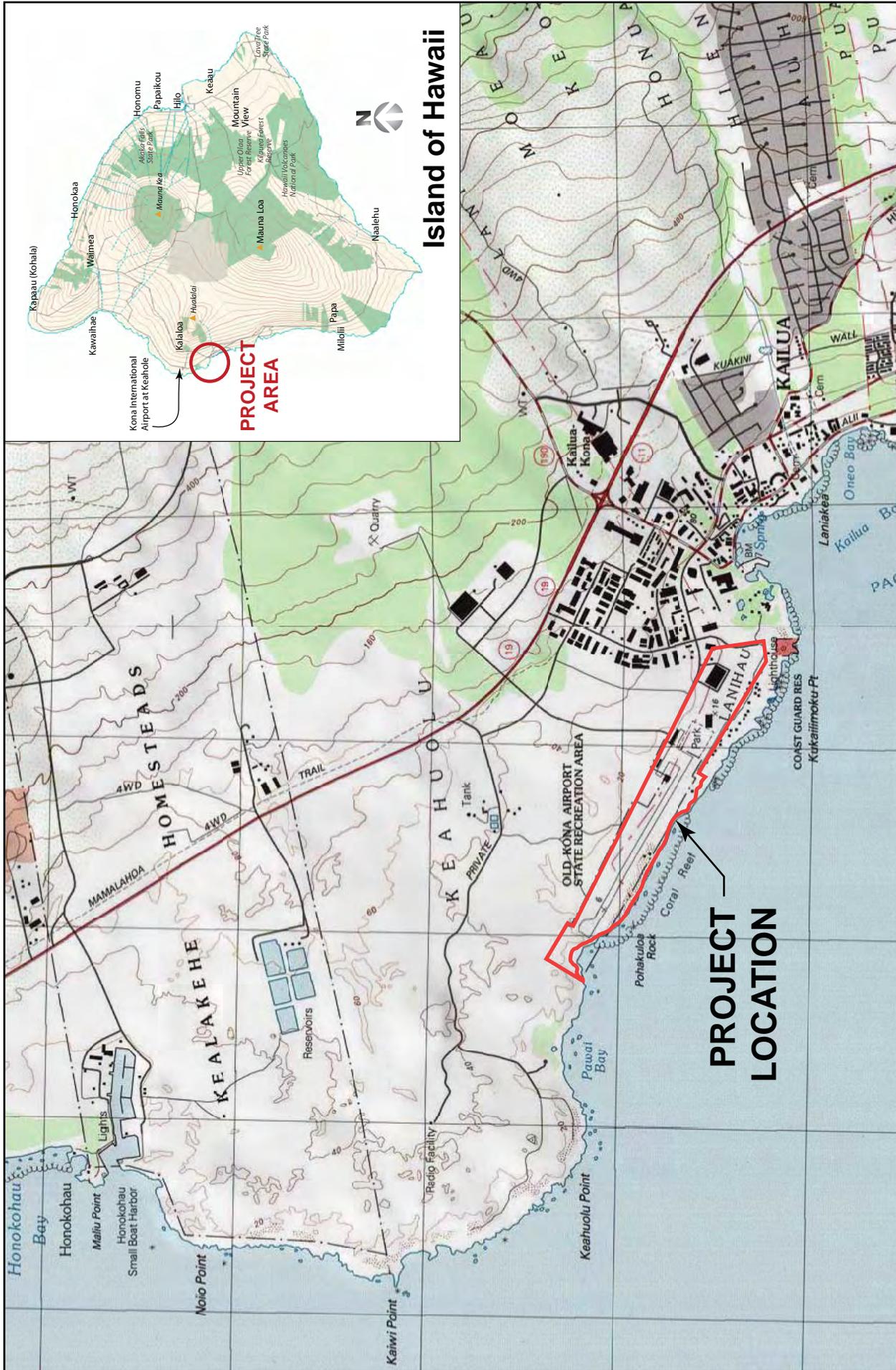
The master plan was developed with extensive community participation and input over a six-month period. The overarching concept for the master plan was to evaluate the park’s existing configuration, provide new recreational facilities, improve circulation and parking, incorporate “green,” eco-friendly concepts, and preserve and respect cultural resources.

## 1.1 PURPOSE OF THIS ENVIRONMENTAL ASSESSMENT

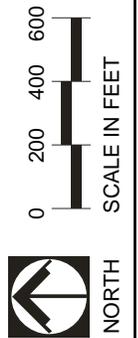
This Environmental Assessment (EA) for the Kailua Park Master Plan has been prepared to satisfy the requirements of the Chapter 343, Hawai‘i Revised Statutes (HRS) and Title 11, Chapter 200, Environmental Impact Statement Rules of the Hawai‘i Administrative Rules. Because future improvements may utilize federal funds, this EA also meets the requirements of the National Environmental Policy Act (NEPA) and the rules and procedures set forth by the Council on Environmental Quality (CEQ).

The EA will be used to support a Special Management Area Use Permit application to the Hawai‘i County Planning Department. The application is being prepared pursuant to HRS Chapter 205A, Coastal Zone Management, and Rule 9 of the County Planning Commission Rules of Practice and Procedure governing the Special Management Area.

The EA evaluates alternatives that were considered for the project, identifies a preferred alternative, and identifies the environmental impacts and mitigation associated with the alternatives.



**Figure 1**  
**LOCATION MAP**  
 Kailua Park Master Plan  
 Final Environmental Assessment  
 February 2011





**Figure 2**  
**TMK**  
Kailua Park Master Plan  
Final Environmental Assessment  
February 2011



## 1.2 PROPOSED ACTION

The proposed action is the implementation of the Kailua Park Master Plan, over a 20+ year period. The master plan encompasses a wide range of park improvements that will be implemented in phases as funds become available. The master plan is shown in Figure 3. Proposed improvements include:<sup>1</sup>

- Senior Center and Youth Center Complex
- 25-Yard Swimming Pool
- Restroom, showers, locker facilities
- Concessions and storage facilities
- Cultural Interpretive Center and cultural preserve
- Canoe Halau Complex and canoe launching sites
- Tennis Complex
- Skate Park Complex
- Outdoor performance stages
- Beach Pavilions and Shower facilities
- Playground apparatus at various locations
- Bio-basins (stormwater catchment and filtration systems)
- Landscaping
- Shared use pedestrian and bicycle path circumnavigating the park
- Roadway and parking, including “reverse angle” parking
- Utilities and infrastructure

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<sup>1</sup> The original Master Plan and the Draft EA included a “potential dog park,” in anticipation of revisions to the Hawai‘i County Code and DPR’s Administrative Rules. In September 2009, Council Bill 115, Ordinance 09-113 was signed by the Mayor, revising Hawai‘i County Code, Section 15-11 to allow off leash areas and dogs parks within County parks, with the DPR Director’s approval. However, it was recently confirmed that animals are still prohibited at County beach parks (such as Kailua Park) per Hawaii County Code Section 4-18 (a).

In light of this new information, the DPR has decided to remove the “potential dog park” from the Kailua Park Master Plan and this Environmental Assessment. The DPR is recommending that the dog park instead be sited at a future regional park at Kealakehe, where it would be allowed under the recently amended law.

See letter to *Let Us Run Our Dogs* in Chapter 9 of this EA.



**Figure 3**  
**FINAL MASTER PLAN**  
 Kailua Park Master Plan  
 Final Environmental Assessment  
 February 2011

Other actions include:

- Improvements to the existing Maka‘eo Walking and Jogging Path and botanical garden
- Expanding the substandard 80-yard football field to a regulation field by regrading Fields B and C and reconstructing the football and youth baseball fields
- Refurbishing and remodeling the gymnasium, aquatics center, Events Pavilion and other existing facilities with energy efficient, sustainable and state of the art facilities and accessories
- Removing the old airport runway
- Modifying and renovating the old airport terminal building
- Demolishing dilapidated structures
- Long-term relocation of the State DLNR State Parks and County Department of Parks and Recreation base yards and the State DLNR-SHPD temporary offices

The proposed improvements may be implemented by the DPR or through joint efforts with other County, State or Federal agencies, or community groups. The Kailua Park Master Plan document is attached as Appendix D, and provides a detailed description of the proposed plan.

### 1.3 POSSIBLE ENVIRONMENTAL PERMITS AND APPROVALS

The following is a summary of environmental approvals and consultations that may be required for implementation of the various master plan improvements. 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
<b>Federal</b>	
National Environmental Policy Act, Environmental Assessment and Finding of No Significant Impact (FONSI)	To be determined <i>(if federal funds are utilized for future park improvements)</i>
Section 106, National Historic Preservation Act consultation	Department of Land and Natural Resources, State Historic Preservation Division <i>(if federal funds are utilized for future park improvements)</i>
Section 7, Endangered Species Act	U.S. Fish and Wildlife Service (USFWS) <i>(if federal funds are utilized for future park improvements)</i>
Department of the Army Permit, Section 404 Clean Water Act	Department of the Army, U.S. Army Corps of Engineers, Honolulu District, Regulatory Branch <i>(May be required if improvements affecting anchialine pools or other jurisdictional waters are proposed)</i>

Approval/Consultation	Agency
<b>State of Hawai‘i</b>	
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	Dept. of Business, Economic Development and Tourism, Hawai‘i CZM Office <i>(if Dept. of Army, Section 404 permit is required)</i>
Section 401, Water Quality Certification	Department of Health, Clean Water Branch <i>(if Dept. of Army, Section 404 permit is required)</i>
<b>County of Hawai‘i</b>	
Special Management Area Use Permit	County of Hawai‘i, Planning Department
Various Building and grading permits	County of Hawai‘i

## 1.4 UNRESOLVED ISSUES

The following issues, discussed in Chapter 4, remain unresolved and require follow up.

### 1.4.1 Relocation Site for County and State Baseyard Facilities

The master plan recommends long-term relocation of the County and State baseyard facilities to other off-site location. The State’s existing facilities include the old hangar building, portable offices and a total land area of approximately five acres including rights of access and easements. This area is identified in the master plan for additional area to provide formal parking in support of the Events Pavilion and the larger scale events it is envisioned to host when complemented with other planned improvements. The area is also critical for improving site access and circulation to the entire park area to the north. The County’s existing facilities include portions of the old terminal building and a section of paved area immediately adjacent thereto. This area is identified in the master plan as the primary and formal entrance to the entire park and is critical to the site’s access and circulation pattern to all facilities and amenities in the central and northern areas of the park. The County is actively seeking alternate locations to relocate its maintenance baseyard operations and at the same time seek opportunities for the state to relocate as well, entertaining the idea of co-locating baseyards to a shared site, if possible.

According to the BLNR’s action of November 16, 2007, a critical caveat for the set aside of the Old Kona Airport State Recreation Area to the County for park and recreation purposes to occur was that the DLNR Park’s Kona Sub-Unit Baseyard be allowed to retain its approximately 5 acre area at the site. More recently, through ongoing discussions between State and County officials, the DLNR has indicated they would be willing to relocate provided adequate replacement facilities are provided by the County. The industrial areas mauka of the park and the County’s envisioned regional park site at Kealakehe are some of the more viable candidate sites for relocation of both County and State baseyards, but no specific site or facilities have been identified to date. The master plan provides a long-term vision with a 20-year build-out, and it is

not critical that the baseyard functions move immediately. However, relocation of the baseyards is critical to the long-term success of the master plan, its individually proposed improvements and the vitality of the park through the community's enhanced use and enjoyment of the overall experience there.

#### 1.4.2 Coordination with Queen Lili'uokalani Trust

The Queen Lili'uokalani Trust (QLT) owns the adjacent lands immediately mauka of the park, and is in the process of finalizing plans for a future residential and commercial development. The QLT was involved during the Kailua Park master planning process, and have stated their willingness to continue working cooperatively with the County as their plans are developed. Continued coordination and cooperation with the QLT is required to ensure a compatible and mutually beneficial interface between their future development and the park. (See Draft EA comment letter from QLT in Chapter 9).

## 2 PURPOSE AND NEED FOR ACTION

### 2.1 BACKGROUND

In January 2009, the State of Hawai‘i Department of Land and Natural Resources (DLNR) via Executive Order, conveyed approximately 98 acres referred to as the Old Kona Airport State Recreation Area, to the County of Hawai‘i. Given control of the entire 117-acre parcel, the County prepared a community-based master plan as a blueprint for park improvements over the next 20+ years.

### 2.2 PROJECT PURPOSE AND NEED

The proposed action is the implementation of the Kailua Park Master Plan. The purpose of the master plan is to provide a comprehensive long-range guide for future development and use of the park which: 1) improves the park’s physical conditions; 2) meets the recreational and social needs of the community; 3) is consistent with the Kona Community Development Plan’s designation as a “district park;” 4) is appropriate to the environmental setting; and 5) was developed through the participation and input of the community.

#### 2.2.1 Improve the Park’s Physical Conditions

During the master planning process, the site analysis and stakeholder consultations revealed a number of areas of the park needing physical improvement. For example, access to and circulation within the park is poor. Vehicular access to the 117-acre project site is provided by multiple entry points from Kuakini Highway, but there is little connectivity between the various activity nodes. Vehicular circulation around the heavily used ballfield and aquatics complex is disjointed and confusing, and parking is poorly located and inadequate.

Existing athletic facilities are also in need of upgrade or improvement. One of the football fields is substandard and only 80 yards long. Although the Kona Community Aquatics Center (KCAC) includes lockers and showers, there are no comparable facilities for the gymnasium. There are no shower facilities for beach users who access Keiki Beach via the public access path. The tennis courts are poorly located in the middle of the ballfield complex, adding to congestion in this area.

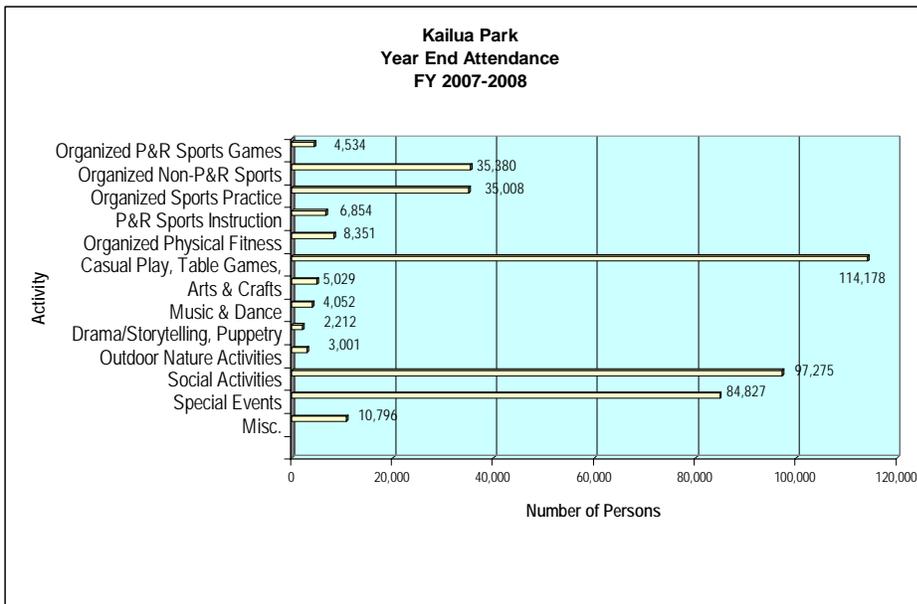
The T-intersection at Makala Boulevard has become the park’s “front door,” but the initial view is the unattractive backside of the old terminal building, surrounded by a barbed wire-topped chain link fence. The former airport terminal and other baseyard and maintenance facilities in the central area of the park are in poor physical condition and unattractive.

The entire central and northern end of the site is dominated by the former airport runway, which is used as a de facto roadway to access the beach areas and the walking and jogging path. The huge paved area is devoid of vegetation and shade, causing significant heat gain on the site.

One purpose of the master plan improvements is to address these existing physical problems at the park.

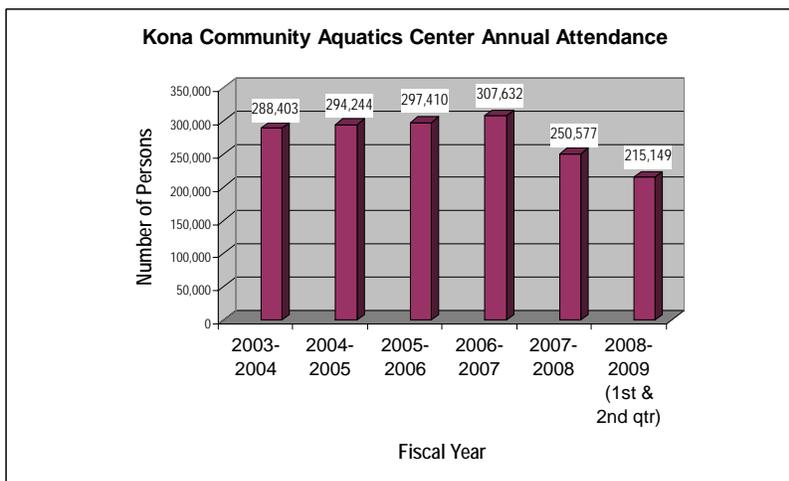
### 2.2.2 Meet the Recreational and Social Needs of the Community

The need for additional recreational facilities in the Kona region is widely known, well-documented, and identified as a priority in recent County plans and policies. As the primary park serving the West Hawai‘i area, Kailua Park’s existing ballfields, gymnasium and swimming pool are heavily utilized year-round by schools, sports leagues and clubs, and park programs, in



addition to casual users. As shown in the bar charts, the majority of park users (FY 2007-2008) participated in casual play and social activities, and large numbers also use the park for organized sports practice and games. The park is the venue for regional and statewide meets and tournaments on a regular basis.

Source: Department of Parks and Recreation 2009



Attendance at the KCAC during the first half of FY 2008-2009 was already more than 200,000 persons, about 85% of attendance during all of the previous year. During the planning process, County employees and park users consistently stated that demand for park facilities exceeds supply, and that expanded facilities were needed in West Hawai‘i.

Source: Department of Parks and Recreation 2009

During the master planning process, stakeholders also identified a need for a youth center particularly for young people who may not be involved in organized sports; a skate park; additional ballfields; and canoe hale complex. A senior center and more community meeting space were other stated needs.

### 2.2.3 Consistent with Designation as a “District Park”

The recently completed Kona Community Development Plan (CDP) categorizes Kailua Park as a “district park,” typically 10 to 30 acres in size, and defined as “*a major recreation area offering diversified types of recreational activities to all age groups*” ...located at the “*approximate center of a district consisting of several communities.*” (Recreation Plan, County of Hawai‘i, Department of Parks and Recreation, 1974).

A specific Kona CDP recommendation was to “*Upgrade the Old Airport Park to enhance the playfields, swimming pool, multi-purpose building, courts (basketball, tennis, volleyball), tot lots, fitness area, pet area, and skateboard area...*” (p. 4-114, Kona CDP, 2008).

Although Kailua Park is larger than a “typical” County district park, the master plan recommendations are consistent with its Kona CDP designation as a “district park.” The Kona CDP recommends that efforts be made to develop a larger “regional park” at Kealakehe. The master plan assumed that a future regional park would be developed to help address the overall need for recreational amenities and services.

### 2.2.4 Appropriate to the Environmental Setting

A major goal in developing the master plan was to preserve and enhance undeveloped coastal areas for public use and enjoyment. As one of the few accessible beach areas in West Hawai‘i, an important objective was to maintain the oceanfront areas at the northern half of the site for passive recreation and enjoyment.

Another consideration was to protect, preserve and enhance the cultural and historic resources at the park, particularly the northern areas surrounding Pawai Bay.

Finally, a goal of the master plan was to incorporate sustainable, “green” planning and building ideas and techniques whenever possible. The plan incorporates Leadership in Energy and Environmental Design (LEED) concepts in its buildings and facilities, proposes low maintenance landscaping, and encourages energy saving and recycling.

### **KAILUA PARK MASTER PLAN GOALS AND OBJECTIVES**

#### **Goal: Develop Kailua Park as a “district park,” consistent with Kona Community Development Plan (CDP) recommendations**

- Build facilities that are appropriate for a district park in Kona and will be compatible with one another for the next 20 years
- Enhance existing playfields and courts, swimming pool, multipurpose building, tot lots, etc. as recommended in the Kona CDP
- Identify recreation facilities and uses that may be more appropriate for a Kealahou Regional Park

#### **Goal: Preserve and enhance undeveloped coastal areas for public use and enjoyment**

- Plan improvements that are appropriate for a large open, undeveloped area with unimpeded access to the shoreline
- Create a passive beach park insulated from urban development
- Provide support facilities for coastal areas, including parking, picnic pavilions and shelters, and comfort stations

#### **Goal: Make Kailua Park the catalyst for other larger parks and open spaces in the region**

- Connect other parks and shoreline areas with a network of paths and open spaces
- Encourage neighboring landowners to provide public access to greenbelts, shorelines and other natural and open space areas

#### **Goal: Be sensitive and respectful of archaeological, cultural and historic sites, events and people**

- Restore, protect and enhance the cultural resources surrounding Pawai Bay and other areas of the park
- Provide opportunities for public education regarding the cultural importance of the area
- Incorporate Hawaiian history and culture in facility design with architectural styles or design motifs
- Recognize community members and leaders that have made the park possible

#### **Goal: Consider and balance desires of multiple users and stakeholders**

- Recognize that each sport has field requirements, schedules and seasons, participants and spectators that should be considered when planning
- Ensure that passive recreation activities are not adversely impacted by active sports
- Plan and build facilities based on population demand

#### **Goal: Develop a realistic plan given limited economic resources and ongoing maintenance requirements**

- Build facilities that the County can afford
- Search for funding sources including innovative, self help sources
- Build facilities that the County can staff and maintain

#### **Goal: Be sensitive to environmental conditions and constraints**

- Avoid building new structures in flood hazard areas
- Avoid new facilities in known burial areas and treat inadvertent finds in a proper, respectful manner

#### **Goal: Use sustainable, “green” planning and building techniques**

- Include LEED (Leadership in Energy and Environmental Design) concepts in planning buildings and facilities
- Incorporate SSI (Sustainable Sites Initiative) concepts in developing the park’s components and circulation
- Use low maintenance landscape material (including native vegetation) appropriate for the environmental conditions of the site
- Recycle and “upcycle”

#### **Goal: Build a “community” park that promotes health and well being, and fosters community spirit and pride**

### 2.2.5 Community Participation and Input

Community participation and input were obtained throughout the planning process through a series of meetings, stakeholder interviews, and a three-day design charrette, where alternative plans were developed and evaluated, and a preferred plan was selected. Comments were solicited by e-mail and a project website provided updated information throughout the process. The planning process identified amenities desired by the community, and also helped to determine which facilities were appropriate for a district park versus a future regional park. The final master plan was presented to the community at a public meeting, and the plan made available on the web site. The collaboration and input of stakeholders, including adjacent landowner Queen Lili'uokalani Trust, was a valuable part of developing the master plan.

### 3 PROJECT ALTERNATIVES INCLUDING THE PROPOSED ACTION

#### 3.1 ALTERNATIVES CONSIDERED

- No Action
- Alternative 1: Minimum Development
- Alternative 2: Moderate Development (Proposed Action)
- Alternative 3: Maximum Development

During the master planning process, three alternative plans were evaluated based on three development scenarios: minimum development, moderate development, and maximum development. A “minimum development/minimum change” scenario retained most of the park’s existing facilities with some improvements to circulation and parking, but attempted to minimize development costs. The “maximum development scenario” reconfigured the ballfield and gymnasium complex, improved circulation and parking, and tried to accommodate a range of new recreation uses. The “moderate development” alternative sought to provide a middle ground.

During the planning process, a “planning palette” was developed, which provided a selection of activities and facilities that were considered for inclusion in the park. The planning palette was developed in consultation with various stakeholders and park users, and included different types of ballfields and playing courts, swimming pool, skate park, tot lot playgrounds, dog park, youth center, senior center, canoe halau, beach center, picnic areas, and industrial and support facilities. Passive use and open space were also part of the planning palette. Each of the three development alternatives provided a combination of activities from the planning palette.

Order of magnitude cost estimates were developed for each alternative. The estimates included architecture, landscape architecture, civil engineering, and utility improvement costs.

Alternative 2, the moderate development plan, was ultimately selected as the preferred plan, and is the proposed action. The alternatives are discussed below:

#### 3.2 NO ACTION

The “No Action” alternative assumes the status quo. Under this alternative, future improvements or repairs would probably occur on a piecemeal basis, without regard to a larger, unified vision for the park. Improvements would be implemented as funds become available for a particular sporting venue or activity. There would be little consideration of the long-term needs of the park as a whole. Functional problems such as disjointed circulation, inadequate parking, and poorly located parking and facilities would not be addressed. Outdated and dilapidated structures like the former airport terminal would eventually be vacated for health and safety reasons. Park maintenance costs would escalate with the continued use of outdated electrical and other

infrastructure systems. The old airport runway would remain, and continue to function as an undefined travel way and parking lot. The heat island effect from the asphalt runway would continue. The demand for new recreational amenities such as a skate park, additional tennis courts, dog park, youth center and senior center would go unmet. There would be little improvement to the beach areas, and cultural areas north of the runway would continue to be overgrown, unmaintained and unmarked.

### 3.3 ALTERNATIVE 1: MINIMUM DEVELOPMENT

Alternative 1, Minimum Development, is shown in Figure 4. Major components in this alternative by geographic location include:

#### **Central and North Side**

- Remove the 4 tennis courts and replace them with a new 8-court tennis complex, including a tennis stadium, on the Kailua village side of the Events Pavilion. The existing tennis court site would be converted to parking to serve the ball fields and horse shoe pit. A two-lane road would connect this parking lot with the parking lot at the aquatics center and gym. The horse shoe pit would remain in its present location.
- Remove the old airport runway and replace it with a meandering roadway with reverse-in angle parking and pockets of parking.
- Complete construction of two canoe halau and accompanying exhibit structure. Access to the canoe halau would be provided with an extension of the roadway along the mauka boundary of the site.
- Build a multi-purpose youth baseball and soccer practice field located between the canoe halau and the Maka'eo walking and jogging path. These additional fields would supplement the main ball fields, to prevent their overuse and provide opportunities for field maintenance.
- Expand the Maka'eo walking and jogging path. With a new meandering roadway, additional space would be available to expand the jogging path.
- Build a new remote-controlled airplane runway located between the walking and jogging path and the area proposed for preservation as a cultural garden.
- Restore and enhance the area around Pawai Bay as a cultural preserve and garden.

#### **South Side**

- Expand the substandard 80-yard football field to a regulation 100-yard field by extending the field in the Kohala direction. This would require some grading of the topography and completely rebuilding the youth baseball field located on the Kailua Village side.

- Construct a new restroom and outdoor shower located on the mauka side between Simmons Field and Field B. This facility would serve participants and spectators who are often left without facilities whenever the pool and gym toilet facilities are closed. Beachgoers who currently use the shoreline access paths through the Kona Bay Estates would also have outdoor showers.
- Construct a new multi-purpose youth and senior center facility near the Makala Boulevard entry to the park. This facility would replace a portion of the old terminal building. The central portion of the old terminal building, including the restroom, would be retained. This portion of the building is still in good condition and has some historic attributes worth saving.
- Construct a skate board park on the Kohala side of the in-line hockey rink.
- Construct a temporary base yard building for the Department of Parks and Recreation on the Kohala side of the youth center, mauka of the tennis complex.
- No changes are proposed for the State Department of Land and Natural Resources (DLNR) State Parks Division base yard and offices, the Na Kamalei toddler playground, in-line hockey rink, horse shoe pits, other outdoor fields, or the aquatics center and gym.

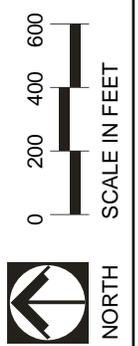
### **Circulation and Parking**

The interior circulation system would be modified by replacing the runway with a meandering roadway at the north, beach park end. The existing entry road from Kuakini Highway leading to the runway area would be retained. In the ball field and gym area, a new connector road would provide access between the new ball field parking area and the aquatics center/gym parking area. New and defined parking lots will be provided next to major venues. Additional parking at the site of the existing tennis courts will be conveniently located between three ball fields. In this alternative, there are a total of 1,080 parking stalls, 200 more than at present.

A shared multi-use bike and pedestrian path is proposed to create a circuit around the entire park. Possible connections to Kailua Village along Kuakini Highway and through the King Kamehameha parking lot are recommended, as well as possible connection along the shoreline in the Kohala direction. The Ala Kahakai trail, an initiative of the National Park Service, is delineated as a separate walking trail along the shoreline.



**Figure 4**  
**ALTERNATIVE 1—Minimum**  
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### 3.4 ALTERNATIVE 2: MODERATE DEVELOPMENT (PROPOSED ACTION)

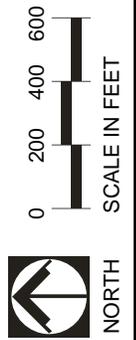
Alternative 2, Moderate Development is shown in Figure 5. The proposals for the active fields and aquatics center/gym are similar to Alternative 1. Another common feature is restoration and enhancement of the area surrounding Pawai Bay as a cultural garden. The difference between this alternative and Alternative 1 are the major improvements proposed on the northern or Kohala side of the park, beyond Field D.

Major features of this alternative include:

- Replace the toddler playground mauka of Field D with more parking. Multiple playgrounds are proposed around the new activity complex adjacent to the youth center and Events Pavilion. The intent is to provide manufactured play equipment in locations where children of various ages can recreate while other sporting activities occur. Some play areas can be geared for very young children (e.g., similar to the Na Kamalei Playground, the existing tot lot near the old airport terminal), and others can be targeted for older children.
- Retain a portion of the former airport terminal currently being used as a pavilion and restroom. This portion of the building, with its distinctive roof style, would be an historic reminder of the original Kona Airport.
- Create an intergenerational complex which incorporates the existing Events Pavilion as a major feature, and includes a Senior Center, Youth Center and 25-yard swimming pool. The intent of the new facility is to create a setting where seniors and youth can come together, creating synergy between these groups. In the Hawaiian culture, the elders, or kūpuna, are honored and respected, and play an important role in raising and teaching the children, or keiki. Likewise, interaction with young people can have a positive effect on the physical and mental well being of seniors, and provide a meaningful way for them to contribute to the community.
- The smaller 25-yard swimming pool is intended to relieve pressure from the heavily-used Kona Community Aquatics Center pool. A smaller, shallow pool (4 feet maximum) is suggested for adult water exercise and keiki learn-to-swim programs.
- A small tot lot and skate park are proposed in the space between the Senior Center and in-line hockey rink. The intent is to co-locate similar skating sports. If possible, beginners could use the in-line hockey rink to learn the sport of skateboarding before moving on to the more advanced skate park. Locating the skate park in a highly visible location would be a natural deterrent to loitering and inappropriate activity.
- A small outdoor amphitheater is located on the makai side of the Events Pavilion.



**Figure 5**  
**ALTERNATIVE 2-Moderate**  
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- Create an urban design focal point for the park. The complex would be designed as a cluster of components surrounding a mauka-makai axis. A roundabout is proposed at Kuakini Highway near its intersection with a realigned Makala Boulevard. From the roundabout, a driveway flanked by parking, would lead to a central porte cochere, allowing passenger drop off for the youth and senior centers and the Events Pavilion. The porte cochere fronts a “Great Lawn,” an open area with an unobstructed vista of the ocean. A pavilion, suitable for ceremonial events, provides a visual focal point at the end of the lawn. A curving multi-use path would lead from the porte cochere to the beach park.
- Replace the four existing tennis courts with a new tennis complex of eight courts including a tennis stadium on the Kohala side of the Events Pavilion. A tennis clubhouse is located off a parking lot serving the tennis complex.
- Construct a new Beach Center which can serve as a food concession for beach park users, interpretive center and life safety center.
- Create bio-basins to control storm water runoff and protect near shore waters from pollution. Bio-basins are storm water retention areas that would be lined with native vegetation. The size and locations would need to be determined later.
- Construct a canoe halau consisting of 4 separate hale and an exhibition tent. Access to the canoe halau would be provided with an extension of a beach access roadway along the mauka boundary of the site.
- Create a green waste composting area mauka of the beach access road at the end of the beach park. This facility would generate compost from green waste created during park maintenance. The composting center is not intended to function as a community wide recycling center.
- Identify appropriate sites outside the project area to relocate the Department of Parks and Recreation base yard and the DLNR State Parks base yard and offices. Both of these base yard functions support regional operations and do not need to be located within the park site. The land they occupy can be better utilized by a recreation-related function.

### **Circulation and Parking**

- Changes to the circulation system include replacing the runway with a meandering roadway at the beach park end, keeping the existing roadway alignment from its current Kuakini Highway entry and connecting ball field parking areas to the aquatics center/gym parking area. New parking lots with clearly delineated parking spaces provided next to major venues. Replacing the existing tennis courts with parking provides convenient parking centrally located between three fields. In this alternative, there are a total of 1,205 parking stalls, 325 more than at present. A

major improvement would be well defined parking areas that would prevent haphazard parking at different locations and barriers to prevent illegal driving on beaches, lawns and other fields.

- In the area near the new youth and senior center, the plan includes a new beach park access road extending from the proposed Kuakini Highway roundabout. The beach access road would curve around the canoe halau and tennis complex and then meander over the area of the old runway. The old airport runway would be recycled. This roadway would be designed with reversed angle parking and pockets of parking.
- A shared multi-use bike and pedestrian path would create a circuit around the entire park. Connections to Kailua village along Kuakini Highway and through the King Kamehameha's Kona Beach Hotel parking lot are proposed, as well as possible connection along the shoreline in the Kohala direction. The Ala Kahakai trail is combined with the multi-use path.

### 3.5 ALTERNATIVE 3: MAXIMUM DEVELOPMENT

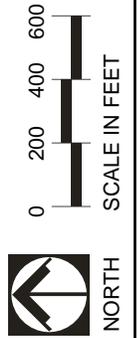
Alternative 3, Maximum Development, is shown in Figure 6. Unlike the other two alternatives, Alternative 3 proposes major changes to the active outdoor fields, and attempts to maximize use of the ballfield area.

Major differences with Alternatives 1 and 2 include:

- Replace Field D, Old Airport Lights, with a triplex layout with three baseball diamonds radiating from a central scoring tower. This would require demolishing the existing ball fields, resulting in a temporary loss of fields, and demolishing the Na Kamalei toddler playground and existing terminal building. Although a quad complex with four fields is typical at other large baseball complexes, a triplex is proposed in order to provide parking nearby.
- A major tennis complex will include 12 courts including 1 stadium court. The complex is located on the Kohala side of the beach access road behind the Events Pavilion.
- The canoe halau complex will consist of 8 canoe hale and an exhibition structure. Access to the canoe halau would be through a utility road extending from the new park entrance along the mauka boundary of the park. The purpose of the utility road is to keep vehicles transporting canoes separate from other traffic.
- Create a new permanent county base yard between the canoe halau and the Maka'eo Walking and Jogging Path. Access to this facility would also be via the new utility road serving the canoe halau.



**Figure 6**  
**ALTERNATIVE 3—Maximum**  
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- Skate park is adjacent to the existing inline roller hockey rink on the makai side of a new beach access road to co-locate skating activities. Alternative 3 includes a new tot lot located adjacent to the skate park.
- Construct a new Beach Center which can serve as a food concession for beach park users, interpretive center and life safety center. This would be located on the makai side of the beach park access road. On the mauka side of the road, space is provided for a dog park.
- Similar to Alternative 2, create bio-basins to control storm water runoff, a green waste composting area on the mauka side of the beach access road, and new beach access road extending from the proposed Kuakini roundabout.
- The beach access road would run between the baseball and tennis complex and then meander over the area of the old runway. Parking lots for major components such as the Events Pavilion, tennis complex and dog park are provided in convenient locations. The meandering portion of the roadway would be designed with reversed angle parking and pockets of parking.
- Identify appropriate sites outside the project area to relocate the Department of Parks and Recreation base yard and the DLNR State Parks base yard and offices. Space is unavailable on site to accommodate these uses.

### **Circulation and Parking**

The circulation system for Alternative 3 is divided into two sections. The primary road along the former runway provides access to the tennis complex, Events Pavilion, walking/jogging path and beach areas. On the south side of the site, the ball fields, aquatics center and gym are served by a separate circulation and parking system.

Within the gym and ballfield area, new and defined parking lots are provided next to major venues. The new parking lot on the site of the existing tennis court is centrally located between three ballfields. The new triplex ballfield complex has its own new parking lot, with access directly off Kuakini Highway. This parking area does not have a direct connection to the other ballfield parking areas. In this alternative, there are a total of 957 parking stalls, 77 more than at present.

A shared multi-use bike and pedestrian path would create a circuit around the entire park. Connections to Kailua village along Kuakini Highway and through the King Kamehameha's Kona Beach Hotel parking lot are proposed, as well as possible connection along the shoreline in the Kohala direction. The Ala Kahakai trail is separated from the multi-use path.

### **3.6 COMPARISON OF ALTERNATIVES**

As indicated above, the No Action alternative would maintain the status quo, which is clearly not the preference of the County or the Kailua Kona community. Park deficiencies will continue, and improvements will occur on a piecemeal basis as funds become available.

Alternative 1, minimum change, utilizes existing facilities and roadways as much as possible. Major improvements include relocation of the tennis courts, roadway and parking improvements near the ballfields, removal of the airport runway and construction of a meandering beach road, and new youth practice fields. A site for a skate park and dog park are identified, and a bike/pedestrian path around the park is provided. This alternative retains the existing Makala Boulevard entrance and entry road, retains the DLNR base yard facilities, and does not include a youth and senior center. This alternative was projected to cost \$27.4 million.

Alternative 2, the moderate change alternative, includes similar improvements as Alternative 1, but also includes a realigned Makala Boulevard and new park entry road, a youth and senior center complex with associated parking, a great lawn area, expanded canoe halau with four hale, a larger dog park, and construction of bio-basins to aid in storm water retention. This alternative was projected to cost \$42.4 million.

Alternative 3, the maximum development alternative, was designed to accommodate most of the recreational facilities requested by various stakeholder groups. The Field D ballfields have been completely reconfigured in a triplex design, adding another ballfield. As with Alternative 2, a new Makala Boulevard entry and youth and senior center are provided. The canoe halau is expanded to provide 8 hale, and the tennis complex includes 12 courts plus one stadium court. Because of the larger tennis center and canoe halau, this alternative encroaches further into the passive, beach side of the park. This was seen as a major disadvantage of Alternative 3. During the planning charette, participants agreed that the beach and shoreline areas of the park should remain in passive open space to the greatest extent possible. Alternative 3 was projected to cost \$48 million.

### 3.7 SELECTION OF PREFERRED ALTERNATIVE

After considering the three alternatives above, Alternative 2, Moderate Development, was selected as the preferred alternative. Both the planning team and community participants agreed that this alternative balances the need for additional recreational facilities, while retaining the passive, beach front areas. After the planning charette, this alternative was refined with additional input from the County administration and the technical consultants. The resulting, final master plan is shown in Figure 3. The proposed action is the implementation of this final master plan.

### 3.8 PROJECT PHASING

Implementing the recommended master plan will depend on availability of funds, priorities of elected officials and citizens, future development by adjacent landowner Queen Lili'uokalani Trust, and the overall state of the economy. The following is a general phasing plan for the proposed improvements, starting with removal of the asphalt runway and construction of the basic infrastructure and beach access road. Establishment of adequate infrastructure in the initial project phase is critical for implementation of subsequent phases. Improvements to the existing ballfield area can occur simultaneously.

### 3.8.1 Phase 1

The first phase focuses on establishing the basic infrastructure and constructing the beach access road and entry. Providing adequate utilities and roadway infrastructure early on is necessary before any subsequent development can occur in the northern half of the site and in subsequent development phases.

#### *Phase 1a*

- Remove existing asphalt runway, radio controlled aircraft runway, and parking starting at Events Pavilion and moving north.
- Construct toilets and showers near the gymnasium to fill an urgent need.

#### *Phase 1b*

- Construct new beach access road with parking areas and reverse angle parking.
- Construct bio-basins with native plants for storm water retention.
- Restore and grade areas surrounding bio-basins and revegetate with grass, shrubs and shade trees.
- Construct Beach Center, Interpretive Center, and new beach pavilions.
- Construct a 10-foot wide multi-use path.
- During this phase, the existing roadway up to the Events Pavilion would continue to be in use.

#### *Phase 1c*

- Construct a 15,000 to 20,000 SF skate park in the space between the Maka'eio Walking/Jogging path and the planned beach access road. A sewer force main runs along the park's mauka property line, within a 35-foot wide sewer easement. The future skate park needs to stay outside the easement area.

#### *Phase 1d*

- Complete two canoe hale with stand alone restroom and paved central loading area. Access to the hale will require extending the mauka roadway from the existing entry road to the beach.
- After the canoe hale are built, portion of the terminal building with interim canoe storage can be demolished.

### 3.8.2 Phase 2

#### *Phase 2a*

During this phase, the temporary access road will remain in operation.

- Construct six tennis courts.
- Construct extension of road from canoe halau and parking for tennis complex access.

### *Phase 2b*

- After completion of new tennis complex, demolish the four existing tennis courts, outdoor basketball court and tennis parking lot.
- Construct interim DLNR State Parks base yard. An option is to retain DLNR State Parks base yard and offices in their current location until Phase 4, when the youth and senior center complex is built, then relocate them off-site.
- Demolish portion of old terminal building with DPR maintenance shops; demolish old DMV building. If the skate park is already being planned or constructed (on the temporary DPR base yard site) in this phase, the DPR base yard can remain in the old terminal building. However, this function should eventually be relocated off-site.
- Remove parking lot surrounding the terminal building and the toddler playground.

### 3.8.3 Phase 3

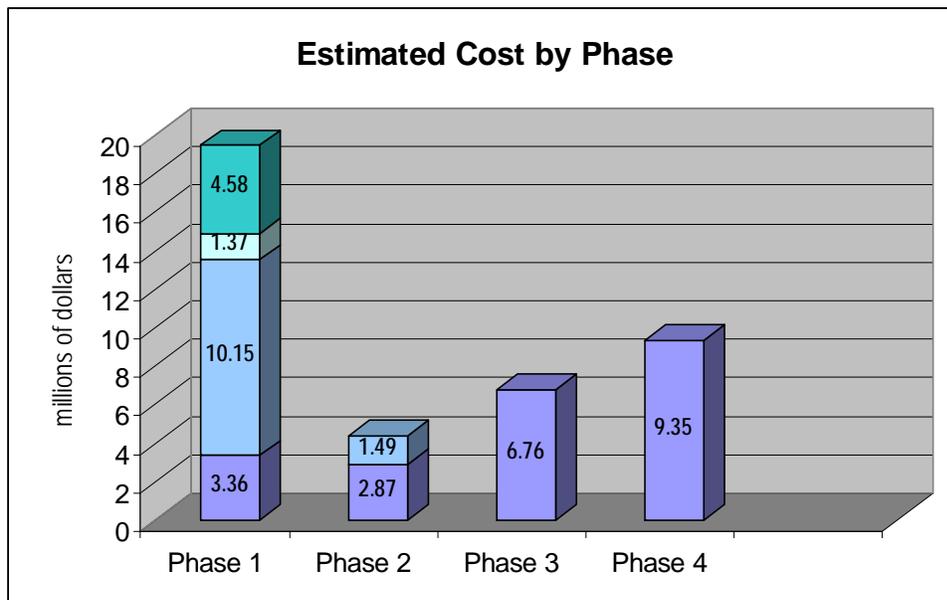
- Construct new parking and roadway connections around the old terminal building
- Construct new parking and roadways around former tennis court area.
- Expand the substandard football field to 100 yards.
- Replace soccer shelter with a new concession, restroom and soccer storage building.
- Complete last two canoe hale, exhibit and workshop building.
- Complete multi-use path surrounding the active fields.

### 3.8.4 Phase 4

- Complete community center facilities
  - Youth Center
  - Senior Center
  - 25 yard swimming pool
- Construct parking lot and driveways near the community center.
- Provide emergency access and grass block driveway connecting the porte cochere to cul-de-sac.
- Construct Great Lawn, pavilion, and hula stages.

**Estimated Costs (millions of dollars)**

Discipline	Phase 1a	Phase1 b	Phase1 c	Phase 1d	Phase2 a	Phase2 b	Phase 3	Phase 4	Total
<b>Architecture</b>	1.73	1.90	-	3.58	-	0.40	4.41	5.86	17.88
<b>Landscape</b>	-	4.05	1.28	0.28	1.49	0.07	1.12	1.05	9.34
<b>Civil Engineering</b>	1.63	3.30	0.09	0.34	0.30	0.37	0.87	1.59	8.50
<b>Electrical Engineering</b>	-	0.90	-	0.38	1.08	0.65	0.36	0.85	4.22
<b>Total</b>	3.36	10.15	1.37	4.58	2.87	1.49	6.76	9.35	39.94



## 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.

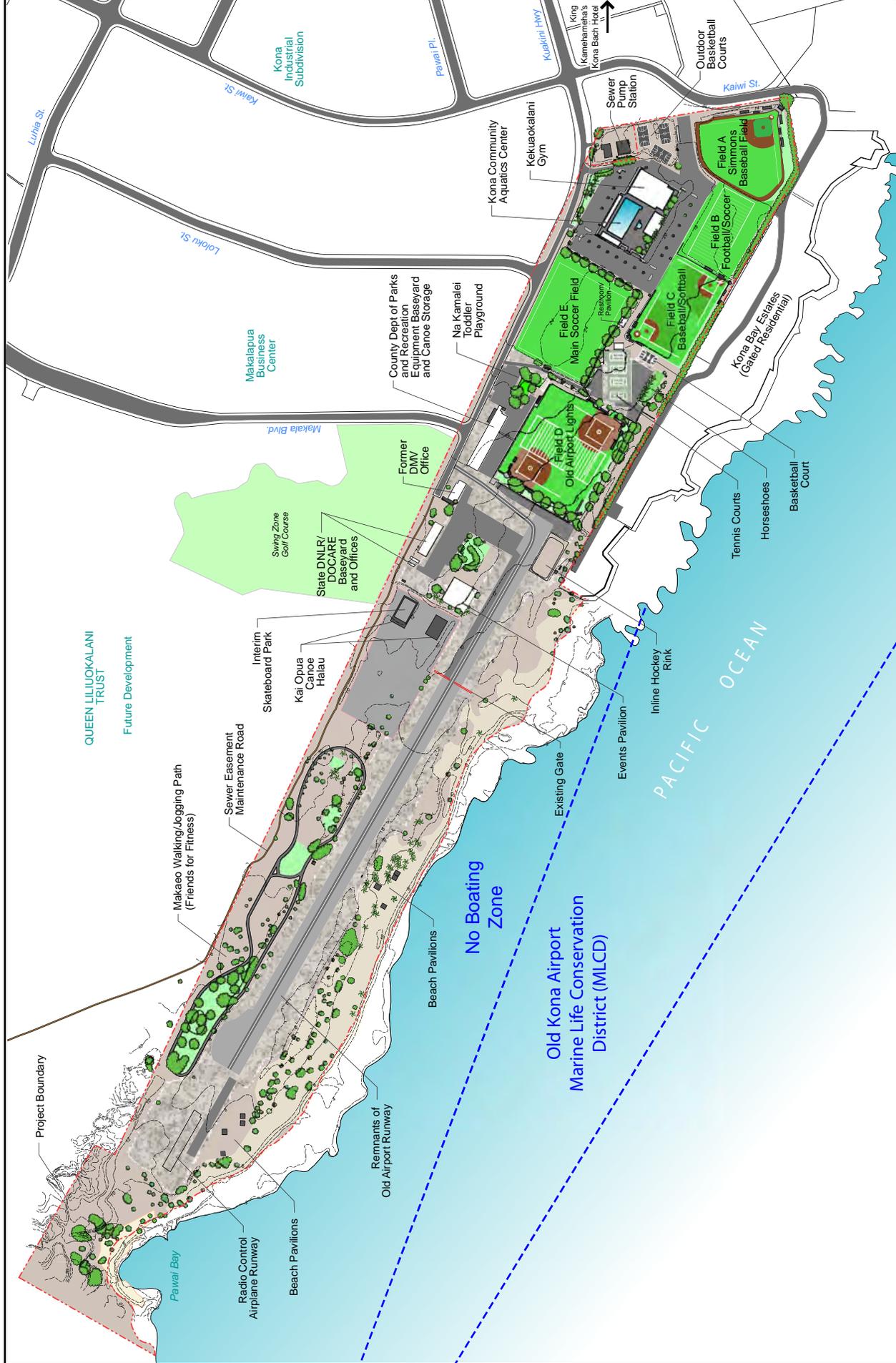
### 4.2 PHYSICAL ENVIRONMENT

#### 4.2.1 Existing Land Use

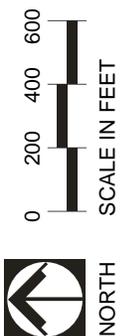
##### *Existing Conditions*

Figure 7 shows existing conditions and surrounding land uses. The 117-acre Kailua Park is a long and narrow site (6,600 ft by 800 ft) which is indicative of its former use as an airport. The property is divided into two distinct areas: the southeastern (Kailua Park) portion of the site, which includes active recreational fields and facilities, and the northwestern (former State Old Kona Airport Recreation Area) area where the runway is located.

Surrounding land uses include the Kona Bay Estates, a private residential community located directly makai of the ballfields. This gated subdivision was developed in 1984, and currently includes 42 lots, both developed and undeveloped. Many of these exclusive homes are used as vacation rentals. The runway portion of the project site fronts directly on the ocean.



**Figure 7**  
**EXISTING CONDITIONS**  
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Lands to the north and west (mauka of the site) are owned by the Queen Lili‘uokalani Trust (QLT). The QLT has leased the adjacent site along Makala Boulevard to the Swing Zone Golf Course, a nine-hole golf course with 18-hole putting course and restaurant. The recently developed Makala Business Center is located further mauka on Makala Boulevard. Other surrounding QLT lands are currently undeveloped, but zoned for mixed commercial and industrial uses. The QLT has plans for future residential and commercial development in this area, including areas abutting the park.

The southeastern side of the park consists of a number of active sports venues, operated and maintained by the County. Multi-purpose outdoor sports fields include:

- **Field A, Simmons Field**, a dedicated college and high school baseball field
- **Field B**, a multi-purpose soccer and substandard 80-yard football field
- **Field C**, two Youth Baseball or Softball Fields
- **Field D, Old Airport Lights**, a multi-purpose football and baseball/softball field with two skinned diamonds and two additional unskinned diamonds at each corner built around 1970. Fields are lit.
- **Field E**, the main soccer field capable of accommodating multiple soccer games depending on age classification constructed in 1994. When built, a BMX bicycle dirt course was eliminated.

Other facilities include:

- **Kona Community Aquatics Center**  
The KCAC consists of a 50-meter Olympic size swimming pool divided by a bulkhead, a children’s wading pool, power generator and filtration room, covered stands, and a locker, shower and toilet facility. The aquatics center was built in 1998.
- **Kekuaokalani Gymnasium**  
The gymnasium measures approximately 20,880 square feet and includes a multi-court sport gymnasium, bathroom, storage and multi-purpose room built in 1991. There are no locker or shower facilities. The gym is striped to accommodate two cross court basketball courts, two cross court volleyball courts or three cross court badminton courts. Telescopic wooden bleachers line two sides of the gym. The gym floor is wood on concrete and not properly cushioned. The gym is naturally vented through clerestory windows. There are approximately 500 marked parking stalls surround the aquatics center and gym.
- **Outdoor Basketball Courts**  
Three outdoor basketball courts, completed in 2005, are located to the southeast of the gymnasium. The courts are used for practice and warm-ups as well as free play and

tournaments. The courts are lit for nighttime use, and lights are timed to turn off at 10:30 PM.

- **Soccer Pavilion**

A 960 SF pavilion was completed in 1997 at Field E to provide storage for soccer teams and pavilion for the soccer participants. The wooden structure is one-story.

- **Tennis Courts**

The tennis complex located between Field D and C consists of four hard courts originally built in 1976. The courts are lit with the original fluorescent light fixtures requiring 8-foot long fluorescent bulbs. In 1994 a 960 SF pavilion was added for storage and shelter. A single outdoor basketball court is situated between the tennis court parking lot and Field C.

- **Pueo Horseshoe Pits**

A 12-station horseshoe pit was built around 1980 on the makai side of the tennis courts. Each horseshoe pit includes concrete borders and curbing and scoreboard. Other improvements include landscaping, picnic benches and storage shed. The horseshoe pits are used and maintained by the Kona Horseshoe Pitchers Club.

- **Public Beach Access**

Two public beach access walkways are available from Kailua Park, providing pedestrian access through the Kona Bay Estates subdivision to the shoreline. Beach-goers typically leave their vehicles in the parking lot adjacent to the gym, walk through the playing fields toward the ocean, and then through a series of fences and gates, along a pathway between private residences, and ending at the public beach known locally as “Keiki Beach.”

Existing facilities northwest of Field D, comprising the former State Old Kona Airport State Recreation Area, include the following:

- **Former Runway**

Built by the Territory of Hawai‘i in 1948, the original Kona airport consisted of a single 3,800 foot asphalt paved runway that remained in operation until 1970 when the new Kona International Airport was built in Keāhole. After its closure, the runway was used as a dragstrip until the State and the County converted it to a recreational park around 1976. The runway is used as a parking area and access road for the former State park area.

- **Old Kona Airport Structures**

Structures originally used for the old Kona Airport date back to 1948 when the airport was first built. Structures include a terminal building, hangar and another structure that was probably used for operations and maintenance. The old terminal building consists of a restroom pavilion, storage for canoes, and Department of Parks and Recreation (DPR)

maintenance equipment. Building materials include a combination of wood frame, concrete block and stone accent columns and wood siding with metal roof. The center, restroom pavilion portion of the structure, has a steeply peaked roof with open rafters and architectural detailing reminiscent of Hawaiian architectural styles of the 1950's. The mauka portion of the buildings includes a fenced off area used to park maintenance equipment and vehicles. The terminal building underwent minor repairs in 1984 to repair leaking roofs, and damaged walls, doors and windows.

The operations and maintenance building on the northern side of the terminal building was previously used by the County for their Department of Motor Vehicles. Because of its dilapidated condition, the County vacated the building and it is now used for interim storage by a canoe club. This wood framed building includes wood siding with rolled gravel roofing material.

The hangar building located mauka of the Events Pavilion is currently used as a maintenance base yard facility by the State Department of Land and Natural Resources (DLNR), State Parks Division and Division of Conservation and Resources Enforcement (DOCARE). This steel framed building has metal roof and siding with large sliding doors to accommodate small aircraft. Portable trailers situated next to the hangar building are used as offices.

- **Na Kamalei Toddler Playground**

The toddler playground, located on the mauka side of Field D, was built in 1993. It includes colorful play structures with slides, bridges, pavilions, and a tricycle riding area under tall canopy shade trees.

- **The Events Pavilion**

The Events Pavilion is located makai of the old terminal structures on the Kohala side of Field D. The building, originally built in 1983, is constructed with concrete walls with natural rock accents, a combination of pre-stressed concrete beam roof supports and wood framing with an asphalt shingled roof over a concrete slab floor. Three open sides of the pavilion are secured with boxed aluminum fence-line doors. This 15,000 SF facility consists of an open air multi-purpose room surrounded by a kitchen, office and storage rooms, dressing rooms, mechanical room and men's and women's toilets. The pavilion is available for rent through the County Department of Parks and Recreation.

- **Canoe Halau/Interim Skate Park**

On the northern side of the Events Pavilion, there are two unfinished canoe hale, part of a proposed canoe halau complex. Existing construction is limited to structural columns and a concrete slab floor. Original plans proposed an 8-hale complex, with each hale structure measuring 6,000 SF over a 5.3 acre site. However, the halau complex was never completed due to a lack of funds.

In 2008, the Kona Skatepark Association leased the canoe club's unfinished hale pad and surrounding land for a temporary skate park. The skateboard park consists of ramps, half pipes and rails constructed out of wood. The Kona Skatepark Association currently has a Memorandum of Understanding (MOU) with the County for the sub lease of the canoe hale pad from Kai Opuu Canoe Club until 2010.

- **Pepsi-Kona In-Line Hockey Rink**

An in-line hockey rink complete with plexiglass barriers and walls, concrete slab floor, security fence, night lights and bleachers is located on the makai side of the Events Pavilion and on the Kohala side of Field D. This facility was built in 1977 by the West Hawai'i Hockey Association under a right-of-entry granted to the County of Hawai'i. The facility was originally built through donations from a local excavation service and concrete company. In 1998, Pepsi Company had an island-wide celebration, and in appreciation for local support, arranged to have the boards, glass, and scoreboard installed. A few years later, lights were installed through community donations. The facility is used by West Hawai'i Hockey Association for youth and adult leagues and is open to the public for monthly skate nights.

- **Radio-Controlled Airplane**

A 100-foot long asphalt runway was constructed at the far north end of the old airfield by the Kona R/C Flyers, a local radio-controlled airplane club. During club events, the runway area and an approach zone are coned for safety.

- **Maka'eo Walking and Jogging Path**

The Maka'eo walking and jogging path was started in the mid 1990s as a community effort spearheaded by Friends for Fitness, a non-profit community group whose mission is to create and promote a healthy, livable, and physically-active community. The 10-foot wide asphalt path includes a 0.7mile main circuit and a 0.3-mile loop to complete a measured mile route. Interspersed along the path are introduced and exotic species of trees, shrubs and plants. The path is immensely popular drawing walkers and joggers as well as park volunteers from the community on a daily basis.

- **Beach and Off-Shore Recreation**

The beach areas of the site are popular for tidepooling, shore fishing and picnicking. There are seven beach picnic pavilions along the shoreline that provide protected areas. However, shade trees are scarce in this area, and vegetation is mostly limited to coastal shrubs and ground cover. The shoreline throughout this area is rocky, and not widely used for swimming. However, it is punctuated with sand-filled ponds, providing safe wading areas for families.

There are several surf spots and areas used for snorkeling and scuba diving. The Pawai Bay area provides access for snorkeling and diving. The nearshore areas within 50 yards

of the shore has abundant coral reefs and fish that makes for good snorkeling, but beyond that, the bottom drops off quickly into very deep water.

The off-shore areas are part of the Old Kona Airport Marine Life Conservation District (MLCD), a 217-acre marine preserve created in 1992 and managed by the DLNR Division of Aquatic Resources. The MLCD is bounded by a straight line seaward 500 yards from the western end of the park to a straight line seaward 500 yards from the Kailua lighthouse. In addition to regulating fishing and gathering activities offshore, the DLNR has designed a “no boating zone” in areas off the park, prohibiting motor powered watercraft in the area.

- **Undeveloped and Cultural Areas**

About 40% of the project site, mostly in the former State park area, remains undeveloped. Pawai Bay, located beyond the end of the runway, provides a quiet sandy cove between the rocky shoreline and vegetation dominated by kiawe, coconut and lauhala trees, and naupaka and other shrubs. The area was once a native Hawaiian residential settlement, and remaining cultural sites include an anchialine pond and an old cistern formerly used to draw fresh water. A number of archaeological sites have been identified in the area north of the runway, including house platforms, enclosures, petroglyphs, and several burials sites.

### *Project Impacts and Mitigation*

The master plan proposals are intended to be implemented in phases over the long-term. As proposals are funded, construction will have temporary, short-term impacts on existing land uses until they are completed. Construction activity will temporarily increase the number of construction personnel on the property, and may create congestion, noise and fugitive dust, which will be controlled through specific project mitigation requirements and enforcement. The severity of these impacts will depend on the location of the construction activity, particularly its proximity to the highly developed areas of the park. Construction near the existing ballfields and gymnasium will generally cause more disruption than construction in the areas north of the Events Pavilion. This is because the areas around the ballfields and gym are more intensively used and are already congested during peak periods.

Construction of improvements will occur in phases to minimize disruptions to existing park users. Replacement facilities will be constructed before existing facilities are demolished or converted to another use. Vehicular and pedestrian access to existing park facilities will be maintained during construction whenever possible. In some instances, park users may have to use detour roads and temporary parking areas, which will cause inconvenience.

Construction impacts to the Kona Bay Estates community will include temporary increases in construction noise and fugitive dust. Improvements in the ballfield area closest to Kona Bay Estates include re-grading Fields B and C to accommodate a regulation football field, demolition

of the existing tennis courts, and construction of new parking lots and driveways. The demolition of the existing runway and construction of a new beach access road will also generate noise and dust.

Best Management Practices will be implemented for all improvements to mitigate noise, fugitive dust, erosion and other environmental impacts as required by law.

Once construction is completed, there will be no adverse long-term construction impacts to the existing facilities and fields or surrounding land uses. When fully implemented, the master plan will have a positive impact on the site and surrounding areas, transforming the park into a desirable recreation asset and community center. Removal of the old airport runway will have a positive effect on the physical environment, and will replace an undefined travel way and haphazard parking lot with a meandering but well-defined beach access road with designated parking areas.

The master plan recommends long-term relocation of the County's Parks Maintenance baseyard (currently located at the old terminal building) and the State's DLNR Parks baseyard (currently housed at the old hangar buildings) to unspecified locations offsite. According to action approved by the Board of Land and Natural Resources at its meeting on November 16, 2007, "*The Division of State Parks shall retain an area (at Kailua Park) not to exceed 5.00 acres, which shall include the old hangar building, mobile office site and surrounding areas...*" and the State shall retain "*Unrestricted access to the Kona Sub-Unit baseyard reserved for the Department of Land and Natural Resources, its employees, consultants, contractors and/or persons acting for or on its behalf to conduct the State's official business.*" In subsequent discussions between State and County officials, the DLNR has indicated that they are not opposed to relocating its baseyard to accommodate future park development plans but that replacement facilities must first be provided by the County (See DLNR letter in Chapter 9). The Kailua Park master plan is a long term vision with a 20-year build out and it is not critical that the baseyard facilities move immediately. Until a replacement site is found, the continued presence of the baseyards will not hamper the proposed development of the balance of the improvements proposed by the master plan.

Future plans for QLT lands immediately mauka of the park have not been finalized. The QLT is currently developing plans for its planned residential and commercial development. The enhanced Kailua Park would provide a valuable community amenity for future residents, as it provides a link to the beach and shoreline. Discussions have been initiated with QLT personnel, who have indicated their willingness to work with the County as plans for their property are developed (see Draft EA comment letter from QLT in Chapter 9).

Cumulative impacts associated with the implementation of the master plan would be positive, as it will enhance and add to the County's inventory of recreational amenities available to Big Island residents, particularly those in North and South Kona. The enhancement of Kailua Park

may also stimulate interest in and implementation of a future Kealakehe Regional Park, which is recommended in the recently completed Kona Community Development Plan.

### **Impacts of Other Alternatives**

Of the four project alternatives discussed in Chapter 2, the three construction alternatives (Alternatives 1, 2 and 3) would have similar impacts to the preferred plan. The No Action alternative would not change existing conditions. However, the recreational needs of certain segments of the community, opportunities to improve passive beach recreation, and opportunities to improve the natural environment would continue to be unmet.

#### **4.2.2 Geology and Topography**

##### *Existing Conditions*

The project site is located on the island of Hawai‘i, the largest of the Hawaiian Islands. Hawai‘i consists of five shield volcanoes. Kohala in the north is the oldest, Hualalai on the west is a dormant volcano, Mauna Kea, also dormant, is the largest of the volcanoes, Mauna Loa and Kilauea on the south are the most active on the island. The subject property is located at the western base of Hualalai.

Topographic map coverage of the site vicinity is provided by the United States Geological Survey, Island of Hawai‘i 7.5-minute Keāhole Point Quadrangle, 1996 and an aerial topographic survey map commissioned for the master plan in January 2009. The elevation of the runway area ranges from 6 to 10 feet above mean sea level (MSL). The active sports fields have ground elevations ranging between 18 to 24 feet above MSL, as the topography was graded and top soil was imported to create grassed fields. The site and surrounding areas are generally flat, with slight variations in gradient.

The land cover which characterizes the active sports field area is generally grass, with areas covered by structures, asphalt and concrete for parking areas, sidewalks and outdoor courts. The land cover which characterizes the old airport runway area is generally asphalt, gravel cinders, and concrete, except along the edge of the shoreline where pockets of sand, grass and naupaka are interspersed with the predominantly rocky shoreline. The northern boundary of this parcel is covered by old lava flows.

##### *Project Impacts and Mitigation*

The proposed action will not have an adverse impact on the geology or topography of the project area. Some minor re-grading will be required for ballfield improvements. The master plan includes removal of the old runway to the base course layer and replacement with a meandering beach access road and parking. To mitigate surface water runoff, bio basins are proposed to contain and filter runoff from roadways and parking lots before it reaches the nearshore waters.

## Impacts of Other Alternatives

The other alternatives would impact the geology or topography of the project area to varying degrees. Alternative 3, the Maximum Development Alternative, would result in more recreational facilities, and require greater modification to the site topography than Alternative 1, the Minimum Development Alternative and Alternative 2, the Moderate Development Alternative. However, none of the alternatives involves massive grading or modifications to the site topography. The No Action alternative would not alter the existing topography or remove the asphalt runway. In the long term, this alternative could have an indirect, negative impact, as the runway would continue as a “heat island” and stormwater runoff would continue unchecked.

### 4.2.3 Soils

#### *Existing Conditions*

The entire 117-acre parcel is classified rLW, defined as “*Lava Flows, A‘a.*” This soil classification refers to the natural land conditions prior to development of the park. A‘a lava flows is a miscellaneous land type with no soil covering and little or no vegetation. This lava is rough and broken and has a mass of clinkery, hard, glassy, sharp pieces piled in tumbled heaps. Surface soils consist of crushed a‘a lava that forms the aprons of the old runway and imported top soil used to create the existing sports fields and walking path garden. The shoreline is rocky with pockets of coral sand.

#### *Project Impacts and Mitigation*

Short-term environmental impacts will occur as a result of construction activities. For example, removing the asphalt runway and constructing a new beach access road and parking areas will require grading and trenching activities to install a new water line. Care will be taken to minimize disturbance of the ground below the existing pavement, in order to minimize disturbance to any archeological features. Improving Fields B and C by expanding the football field to 100 yards will require grading a portion of Field C. Topsoil will be imported for the new grass fields and landscaping.

For all projects, the contractor will be required to implement best management practices (BMP) throughout the construction period, including proper secondary containment structures around the work area to prevent stormwater runoff into the ocean. 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.

In the long term, the removal of the runway and the construction of landscaped biobasins will have a positive impact on soils, by greatly reducing the amount of impermeable surface and improving drainage conditions on the property.

### **Impacts of Other Alternatives**

Under a No Action alternative, there would be no construction-related impacts to soils. However, without removal of the existing runway, surface water runoff will continue unchecked. The Maximum Development scenario would involve more construction and therefore more temporary soil disruption than the Moderate and Minimum change scenarios. In all development scenarios, best management practices would be required during construction.

#### **4.2.4 Climate and Air Quality**

##### *Existing Conditions*

##### **Climate**

The entire state of Hawai‘i lies well within the belt of northeasterly trade winds generated by the semi-permanent Pacific high pressure cell to the north and east of the islands. Areas along the eastern coasts of the islands are particularly affected by the trade winds and are usually well-ventilated nearly year round.

Although in most parts of the Hawaiian Islands, summer is the drier season near the lowland coastal areas, near the Kona Coast, summer rainfall exceeds winter rainfall, with February being the driest month and September the wettest. There is a marked diurnal wind regime, with well-developed and reliable land and sea breezes, especially in the summer. Summer is also the season with a high frequency of late afternoon or early evening showers. Conditions on the Kona Coast are somewhat warmer and decidedly drier than in windward locations of the island.

Temperatures at the Kona International Airport at Keāhole range from an average of 66.9 to 82.7 degrees Fahrenheit. In Kailua-Kona, August is typically the warmest month and January the coolest month of the year. The average total precipitation at the airport is 24 inches per year. The mean annual wind speed at the airport is 8.3 miles per hour (mph), and usually varies between approximately 4 and 12 mph during the day.

##### **Air Quality**

Air pollutants affecting the project area include sulfur dioxide (SO<sub>2</sub>) and fine particulate matter 2.5 microns or smaller in size. The island of Hawai‘i is susceptible to elevated levels of volcanic smog or “vog,” associated with the Kilauea volcano. Sulfur dioxide from the volcano reacts with other gases, moisture, dust and sunlight to form the often thick, visible haze. The level of vog generally depends on a combination of volcanic activity, weather, and wind direction and speed.

Since March 2008, the amount of SO<sub>2</sub> emitted by Kilauea has increased due to the opening of a new gas vent in Halemaumau Crater. Since then, Kailua-Kona has experienced dense and nearly constant vog along the Kona coast. The State Department of Health (DOH) has established air quality monitoring stations in Kona, Hilo, Mountain View and Pahala. DOH has been monitoring exceedance of the National Ambient Air Quality Standard (NAAQS) over the past several years. As recent as May 2009, the Kona area experienced elevated levels of PM<sub>2.5</sub> that exceeded the NAAQS standard of 35 mg/m<sup>3</sup> over a 24 hour average. Such elevated levels can cause breathing problems in individuals especially those with pre-existing respiratory conditions, such as asthma, emphysema, and bronchitis.

The DOH has identified mitigation recommendations during poor air conditions, including staying indoors and using an air conditioner, not smoking or exposing oneself to second hand smoke, limiting physical exertion, drinking plenty of fluids, having an adequate supply of medications on hand and contacting your physician as soon as respiratory problems develop.

### *Project Impacts and Mitigation*

The project will have no impact on the major contributor to air pollution in Kailua-Kona, specifically volcanic activity. However, the expansion of recreational opportunities will lead to an increase in park users, increasing the number of people or duration of exposure to poor air quality. Air quality should be routinely monitored by local coaches and sports organizers, and strenuous active sports may need to be reduced or suspended if NAAQS are exceeded. As with current conditions, people with respiratory problems will be advised to stay indoors and minimize physical exertion during periods of heavy vog.

During construction activities, there may be localized, short-term impacts to air quality. Excavation and ground disturbance and demolition will increase fugitive dust in surrounding areas. Exhaust will be generated by construction equipment and machinery. 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.

### **Impacts of Other Alternatives**

There would be no short-term, construction period impacts to air quality with the No Action alternative. The other build alternatives would have construction impacts similar to the proposed action to varying degrees, requiring similar mitigation as the proposed action.

## 4.2.5 Flood Hazard

### *Existing Conditions*

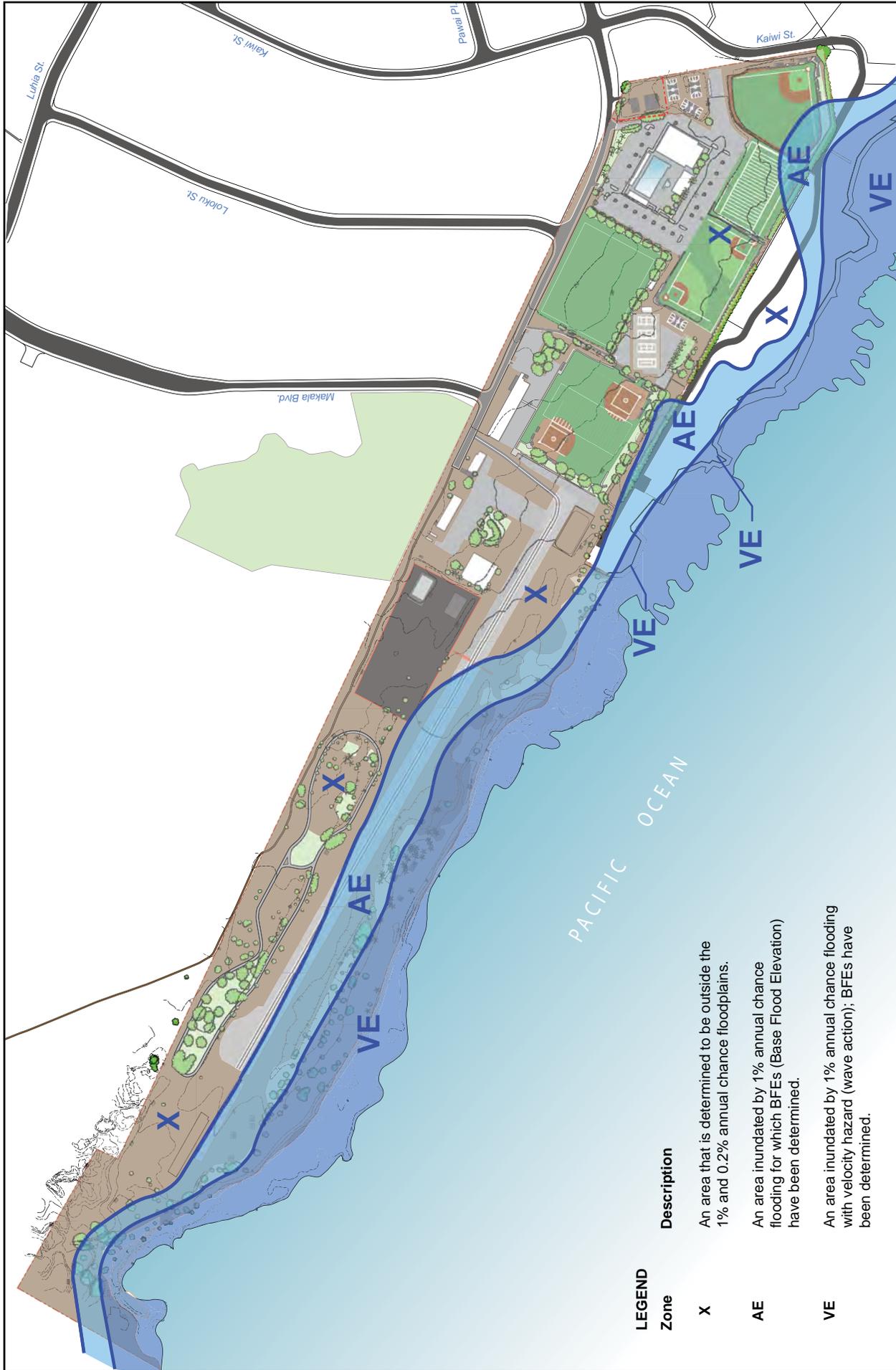
In a letter dated September 17, 2009, the County Department of Public Works confirmed that portions of the property are within Flood Zones AE (floodway fringe) and VE (coastal high hazard) as shown on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). Figure 8 shows the FIRM designations on the existing site. Zone AE is the area subject to inundation by the 1% annual-chance flood event, also referred to as the “100-year flood.” The base flood elevation in Zone AE is 6 feet above mean sea level. The shoreline areas of Kailua Park are within the VE zone, coastal areas subject to inundation by the 1% annual-chance flood event, with additional hazards due to storm-induced velocity wave action. Base flood elevation in the VE zone is 10 feet above mean sea level. The remainder of the site is designated Zone X, an area determined to be outside the 1% (100-year flood) and 0.2% (500-year flood) annual chance of flooding.

The County requires that new construction and substantial improvements in the AE and VE 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. Fill is not allowed in the VE zone without a variance, as fill theoretically alters the ground profile, changing the flood inundation limits.

For floodplain management, a structure is defined as a walled or roofed building that is principally above ground. New non-residential buildings must either be elevated above the BFE or flood proofed. Existing structures, such as the beach pavilions, are grandfathered in; i.e., may remain as is.

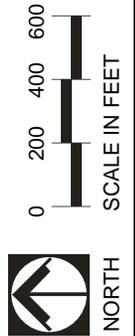
### *Project Impacts and Mitigation*

Figure 9 shows the FIRM flood prone areas overlaid on the proposed master plan. Proposed improvements in the VE or AE zones have the potential to create an obstruction or cause a rise in the BFE. Proposed structures that are shown within the VE zone include beach pavilions, restrooms, and walking paths. Proposed structures that appear to be within the AE zone include the beach center, paths, the beach access road, parking areas, and one or more tennis courts. Any utility lines within these areas will be designed to minimize or eliminate infiltration of flood water into the system, as well as any discharge into flood waters.



**LEGEND**

Zone	Description
X	An area that is determined to be outside the 1% and 0.2% annual chance floodplains.
AE	An area inundated by 1% annual chance flooding for which BFEs (Base Flood Elevation) have been determined.
VE	An area inundated by 1% annual chance flooding with velocity hazard (wave action); BFEs have been determined.



**Figure 8**  
**FIRM (Existing Conditions)**  
 Kailua Park Master Plan  
 Final Environmental Assessment  
 February 2011



Construction of all improvements in the VE and AE flood zones will comply with provisions of Chapter 27, requiring no rise in BFE, use of flood resistant materials, elevation or waterproofing to or above the base flood level, secure anchoring, and structural adequacy. The proposed beach access roadway will be kept at the same elevation and profile as the existing runway, which will avoid the need for fill and a flood variance. With this mitigation, the improvements will not have an adverse effect on flood conditions.

### Impacts of Other Alternatives

All project alternatives except No Action, involve improvements within Zones VE and AE, and as such, have impacts and mitigation similar to the proposed alternative.

#### 4.2.6 Water Resources

##### *Existing Conditions*

##### **Stream and Wetland Resources**

An evaluation of stream and wetland resources within the project area was included in the Biological Surveys (Rana Biological Consulting, 2009, Appendix A). There are no streams within Kailua Park area, as the area is too dry and the ground too porous (geologically recent lava flows and soil mostly derived from wind-blown beach sand) to support streams. However, the low elevation in proximity to the coast provides an environment for the formation of brackish pools at sea level. Pools isolated from the sea (that is, lacking an overland connection) and having water with measurable salinity and showing tidal action are termed *anchialine*, comprising a special habitat type protected by state and federal statutes.

According to the biological survey, three areas on the subject property have potential to be defined as anchialine and/or possibly as jurisdictional wetlands (i.e., regulated by the Army Corps of Engineers under Section 404 of the Clean Water Act). The first is a pond at the far north end at the edge of a large boulder dump. The pool here is on the order of 6-by-12 feet (2-by-3 meter) and roughly 2 feet (0.8 meters) deep. The biological survey did not include salinity sampling, but it was noted that the pool harbored populations of a small *poeciliid* (perhaps a molly) and a shrimp characteristic of anchialine ponds called *‘ōpae‘ula* (*Halocaridina rubra*). This pond is heavily shaded by several *kiawe* trees and surrounded by a thick growth of *‘akulikuli*.

A second feature is a small pool in the Maka‘eo Walking and Jogging Path and community garden area. This pool is only about 1.5 m in diameter and less than 0.25 m deep. The pool occupies a natural basin in the *pāhoehoe* surface and thought not to be anchialine; it may be a natural, impermeable basin fed by water from a hose. The pool supports a dense population of *poeciliids* (mostly guppies) that respond to visitors, indicating the fish are being fed.

A couple of areas within the Maka‘eo community garden support dense growth of pickleweed or ‘akuluikuli kai (*Batis maritima*). It is difficult to determine what the source of water may be for these areas, as they were dry during the October 2009 biological field survey. However, because pickleweed is considered an obligate, wetland plant in Hawai‘i, an area with hydrology (a water source) dominated by pickleweed, has the potential for being classified as a wetland under federal jurisdiction. The biological survey notes that one area wedged between the runway and the low coastal dunes is probably a depression that floods on occasion, or may have saline groundwater close to the surface. Pickleweed grows in areas of saline soils and sediments, including coastal fishponds and anchialine features.

### **Marine Waters**

The Hawai‘i Department of Health water quality standards maps show the nearshore waters fronting the old airport area as Class AA marine waters. According to the Hawai‘i Administrative Rules §11-54-3(c)(1), “it is the objective of class AA waters that these waters remain in their natural pristine state as nearly as possible with an absolute minimum of pollution or alteration of water quality from any human-caused source or actions.”

The off-shore areas are part of the Old Kona Airport Marine Life Conservation District, a 217-acre marine preserve created in 1992 and managed by the Department of Land and Natural Resources (DLNR) Division of Aquatic Resources. In addition to regulating fishing and gathering activities, the DLNR has designed a “no boating zone,” which prohibits motor powered watercraft in the area.

### *Project Impacts and Mitigation*

#### **Anchialine Pools**

The master plan recommends preserving and possibly enhancing the anchialine feature at the north end of the park as part of a cultural preserve. Possible improvements include removing or stabilizing the boulders in and around the pond. These boulders appear to have been placed in the area during prior construction activity, and are unstable, inappropriate in a park setting, and potentially dangerous to park users. Another possible enhancement to the pool would be removal of the *poeciliid* fish and removal of the *kiawe* trees.

There are no modifications proposed to the Maka‘eo community garden. However, the potential wetland/anchialine areas that are marked by pickleweed may need to be investigated further if there is alteration of the landscape in these areas. As a general rule, removal of the pickleweed would be a benefit, as this plant is regarded as an aggressive invasive (Rana Biological Consulting, 2009).

### **Consultation with the Department of the Army**

In a Draft EA comment letter dated October 15, 2010 (see Chapter 9), the Department of the Army (DA) indicated that the anchialine pools and/or wetland areas of the site may be waters of the U.S. that are subject to the U.S. Army Corps of Engineers jurisdiction. Proposed improvements resulting in the discharge of fill material into these water bodies may be regulated under Section 404 of the Clean Water Act, and require a DA permit. Consultation with the DA will be required prior to any work in these potential anchialine pool and wetland areas.

### **Marine Waters**

The proposed improvements at Kailua Park will not have an adverse impact on nearshore water quality. No in-water construction or improvements are proposed. Construction of paths, walkways, and beach pavilions near the shoreline have the potential to affect water quality due to increased runoff, sedimentation and erosion, release of construction debris and other construction-related pollutants. During various stages of construction, the contractor will provide adequate measures to control pollutants from entering the ocean.

One of the sustainable ideas recommended in the master plan is constructing bio-basis, i.e., depressions in the ground that would be planted with native vegetation. The bio-basins would be designed to capture and filter runoff from roadways and parking lots before it reaches the ocean. Bio-basins are meant to be a long term mitigation solution designed to maintain water quality of the nearshore ocean waters.

### **Future Canoe Launching Areas**

The master plan shows conceptual locations for future canoe launching areas in the vicinity of the future canoe halau complex. However, these canoe launching areas are not included in the scope of this Environmental Assessment.

The canoe launching areas were included in the plan in response to members of the Kona paddling community who indicated that a new launching site is badly needed, as the Kailua Bay pier and shoreline areas are congested, not only with canoe clubs but tour boats, divers, fishermen, and swimmers. Appropriate locations were identified by knowledgeable community members, based on nearshore conditions.

Construction of new canoe launching areas would require construction of a shallow lagoon along the shore, with a dredged channel with access to the ocean. Excavation and removal of the rocky bottom, which is comprised of lava rock, is needed. A shallow, rocky area seaward of the lagoon would be retained to protect the lagoon, which could also provide a safe swimming area.

In addition to funding these improvements, a major challenge would be the regulatory and permitting requirements associated with such a proposal. Permits and approvals from federal,

State, and County agencies would be required, including the Army Corps of Engineers, Hawai'i State Department of Health (Clean Water Branch), Department of Land and Natural Resources (Office of Conservation and Coastal Lands, Division of Aquatic Resources, Division of Boating and Ocean Recreation), Coastal Zone Management Office, and County Planning and Building departments. Issues needing further study include coastal engineering, water quality, and marine biology. Impacts on the off-shore Old Kona Airport Marine Life Conservation District would need to be addressed.

Additional information on the canoe launching proposal was provided during the Draft EA comment period by Mr. John Moore, an advocate for creating a canoe launch facility at Kailua Park. Mr. Moore's letter and a response letter are included in Chapter 9.

### **Impacts of Other Alternatives**

The No Action alternative would have no impact on water resources or water quality. The other build alternatives would have impacts similar to the proposed action, but to varying degrees, and construction impacts can be mitigated through best management practices. None of the alternatives involves in-water construction.

#### **4.2.7 Noise**

##### *Existing Conditions*

The existing ambient noise at the project site is similar to that found in other urbanized recreational parks. Noise levels vary by location in the park, time of day, and day of the week. Noise correlates to the type of sporting activity occurring and the number of participants and spectators, and is largely generated by humans. Typical noise sources would be people shouting encouragement or loudly cheering during major tournaments. Other noise sources would be amplified music and voices generated by parties or other outdoor events, or machinery typically used for park maintenance. These include lawnmowers, grass trimmers, chain saws or other powered maintenance tool. Noise generated by vehicular traffic is minimal because traffic circulating throughout the park moves at slow speed. Aircraft transiting to and from Kona International Airport at Keāhole are another occasional source of background noise.

##### *Project Impacts and Mitigation*

Noise impacts associated with the various improvements of the master plan are unavoidable, and not expected to be significant. During construction, there will be short-term noise impacts on other park users and staff during normal weekday hours for the duration of particular improvement projects. Construction related noise would not occur during peak weekend or evening sporting events. Most of the proposed construction activity will occur in the central and northern areas of the site, which are away from the highly used areas of the park. The most severe noise impacts will be associated with the demolition of the existing runway and

construction of the new beach access road. These activities will involve pavement removal including hammering and saw cutting, excavation, compaction, and use of other noisy construction equipment. Users of the beach, the walking and jogging path, and Events Pavilion will be exposed to the highest noise during this time. Some Kona Bay Estates residents will also be exposed to construction noise during these activities.

Noise levels of diesel powered construction equipment typically range from 80 to 90 dB at 50 feet distance. 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 implementation of the master plan improvements will increase ambient noise at the park, because more areas of the park will be actively used. No new noise generating facilities such as ballfields are proposed next to the Kona Bay Estates residential subdivision. However, the central area of the park, which is not heavily used now, will include a new community center, tennis complex, canoe halau and skate park. Lawn areas will be available for concerts and other outdoor events. Excessive noise, e.g., amplified music, will be controlled through management and permitting of park activities, and monitored by park staff. For example, organized sports activities, concerts, and other events will be required to terminate by a specific time in the evening (e.g., 11:00 PM), and certain activities such as outdoor festivals and concerts may be limited to certain days of the week or as deemed appropriate by the Director of the DPR.

### **Impacts of Other Alternatives**

The No Action alternative would have no noise impact beyond what exists now. The other alternatives would generate construction noise to varying degrees, in comparison with the preferred alternative. Construction period noise would be temporary. The more intensively developed Alternative 3 would have the potential for greater noise because it includes more active recreational facilities. However, as with the preferred alternative, control of noise associated with park use is a management issue, and will be mitigated by the DPR by regulating when and where sporting and other events can occur.

## 4.2.8 Hazardous Materials

### *Existing Conditions*

#### **Phase I ESA**

A Phase I, Environmental Site Assessment (Phase I ESA) was conducted by Kimura International, Inc., and is included as Appendix B. The purpose of the study was to identify and evaluate evidence that may indicate any recognized environmental conditions at the site due to past or current management of chemicals or other materials that, if released or not properly controlled, could present a risk to human health or the environment. Specifically, these conditions could be associated with the storage, generation, and/or disposal of potentially hazardous materials and petroleum products.

The Phase I ESA consisted of a review of local, State and federal agency list and files of reported hazardous waste sites and hazardous substance/petroleum sources and releases, and a site reconnaissance. The resulting report is included as Appendix A.

The survey team observed various chemicals and solvents related to park maintenance stored on-site. For example, two 55-gallon drums of acetone used for canoe finishing and maintenance were being stored in the canoe halau portion of the old terminal building. An old, rusted 55-gallon drum in poor condition was observed adjacent to the horse shoe pit.

Hydraulic and electrical equipment and electrical components on the property were inspected for polychlorinated biphenyls (PCB)s. Eight of thirteen utility pole-mounted transformers were considered to contain PCB, but were in good condition with no history of leaks.

The site reconnaissance did not reveal any signs of illegal dumping of hazardous materials. It was noted that a number of telephone poles have been used as a landscaping element near the canoe halau complex, and it is highly possible that they have been treated with creosote. Another potential concern was a number of old wooden structures, which may have been treated with chromated copper arsenate (CCA). The Phase I ESA noted that there are no regulations in place that require the removal of treated lumber from existing structures. However, the Environmental Protection Agency (EPA) recommends that treated lumber be sealed and maintained to prevent possible leaching of CCA out of the wood and into the environment.

A visual lead paint and asbestos survey was conducted of the structures. Laboratory analysis was not conducted. Suspected asbestos containing building materials include mastics, grouting, pipe insulation, vinyl floor tiles, drywall, joint compound, window/door caulking, roofing materials, siding weatherproofing, Galbestos roofing, and Transite piping. All painted surfaces and their underlying layers could be lead-containing. However, at the time of the survey, none of these suspect lead or asbestos containing materials were in a condition that would be cause for environmental or human health concern.

Overall, the Phase I ESA did not find evidence of gross contamination or illegal dumping of hazardous materials anywhere onsite.

### **Hazardous Materials Surveys**

Subsequent to the Phase I ESA, the County conducted hazardous materials surveys for the Kona Community Aquatic Center (KCAC) and existing structures near the canoe halau area. The purpose was to determine the presence of materials within the buildings or soil that might be disturbed by construction, repair or maintenance activity. Hazardous materials tested for included asbestos-containing material, lead-based paint, chlordane and lead in surface soils, and materials in light fixtures. At the KCAC, the survey found lead-based yellow paint on some safety posts near the park entrance, and noted that mercury fluorescent lights bulbs are still in use. Replacement of these light bulbs will require proper disposal.

In the area near the canoe halau complex, structures surveyed included the Events Pavilion, tennis courts, comfort station, and former DMV building. Suspect asbestos-containing materials were identified in many of the building structures at the site. Asbestos was found in the floor tiles of the Events Pavilion, old DMV building, and at the tennis courts. Lead-based paint was identified at various structures throughout the site. Arsenic was detected in the Canec ceiling tiles of the old DMV building. The studies recommend appropriate handling during maintenance, operation and renovation of these areas. None of these areas present an immediate hazard to park users or employees.

### *Project Impacts and Mitigation*

Although no evidence of gross contamination or illegal dumping was found on site, the Phase I ESA provides the following recommendations for proactive environmental health and safety measures:

- The two 55-gallon drums of acetone stored by the canoe halau in the old terminal building should be properly labeled and stored according to OSHA regulations (29 CFR §1910.106).
- The 55-gallon drum of unknown contents at the horseshoe pit should either be properly labeled and safely stored as required by their contents, or removed from the premises.
- The telephone poles used as a border around the new canoe halau complex should be regularly inspected to ensure the creosote does not impact the soil.
- Wooden structures that may have been constructed with treated wood should be regularly inspected and maintained to reduce the risk of arsenic exposure to members of the public.

- During maintenance, renovation or demolition of buildings on site, the findings and recommendations of the County's recently completed hazardous material surveys should be followed to ensure proper handling and disposal of asbestos-containing building material, lead-based paint, arsenic, PCBs and other hazardous materials.

### 4.3 BIOLOGICAL ENVIRONMENT

Biological surveys were conducted for the property to determine if there were any botanical, avian, or mammalian species currently listed, or proposed for listing as endangered or threatened under either the federal or State of Hawai'i's endangered species programs on or within the immediate vicinity of the project. The report by Reginald E. David (Rana Biological Consulting) and Eric Guinther (AECOS Consultants) is included as Appendix A.

#### 4.3.1 Botanical Resources

##### *Existing Conditions*

A botanical survey of the project area was conducted in October 2009. The vegetation in the undeveloped lands at the extreme northern end of the property is mostly fountain grass (*Pennisetum purpureum*) with scattered kiawe (*Prosopis pallida*) and klu (*Aciacia farnesiana*). Abundant here is as well is shrubby koa haole (*Leucanena leucocephala*) and 'uhaloa (*Waltheria indica*). A single specimen of the native endemic, Maiapilo (*Capperis sandwichiana*) was observed in the north corner of the property. An endangered hibiscus (*Hibiscus clayi*) was also being cultivated in the community garden.

Areas of undisturbed strand vegetation occur at the north and south ends of the park, with scattered areas between having varying levels of disturbance due to beach use, water access, etc. Typical vegetation in these areas is mostly native and includes 'aki'aki (*Sporobolus virginicus*), tree heliotrope (*Tournefortia argentea*; non-native), *naupaka* (*Scaevola taccada*), *pōhuehue* (*Ipomoea pes-caprae*), and 'akulikuli (*Sesuvium portulacastrum*).

The transition to the disturbed areas inland supports tree heliotrope and *naupaka*, with coconut palms (*Cocos nucifera*; many recently planted), Bermuda grass (*Cynodon dactylon*), 'uhaloa, and false alena (*Boerhavia coccinea*) common to abundant. Depressed areas are covered with pickleweed (*Batis maritima*), an indication of occasional flooding.

Two areas of project site are highly maintained: 1) the Maka'eo Walking and Jogging Path and associated lawn and community gardens, and 2) the lawns and playing fields of the sports complex at the south end of the site.

Plantings in the Maka'eo community garden are mostly ornamentals, with the individual plots well maintained, watered and weeded. Several gardeners have developed specific themes and have extensive collections of cactus and succulents, culinary herbs, or native Hawaiian plants.

Due to the large number and variety of ornamental plants in this community garden, the botanical study does not provide a complete listing of these plants.

In the area around the ballfields, gymnasium and aquatic center, a wide variety of ornamental trees have been planted, including monkeypod (*Samanea saman*), St. Thomas tree (*Bauhania monandra*), Cook pine (*Araucaria columnaris*), kamani (*Calophyllum inophyllum*), kou (*Cordia subcordata*), frangipani (*Plumeria rubra* cultivars, mostly), among many others. Commonly planted around buildings and other structures are various cultivars of Chinese hibiscus (*Hibiscus rosa-sinensis* cultivars), gardenia (*Gardenia taitensis* and *G. sp.*), croton (*Codiaeum variegatum*), and other shrubs, as well as several palms: golden-fruited palm (*Dyopsis lutescens*), Macarthur palm (*Ptychosperma macarthurii*), coconut palm, etc.

The study notes that most of the site is highly disturbed, with only the coastal strand providing a glimpse of what the natural vegetation would have been like several centuries ago. Only two endemic species of note were recorded. One specimen of *maiapilo* (*Capparis sandwichiana*) or Hawaiian caper was found at the north end of the park. This species is becoming rare in the islands, and the lowland slopes of north Kailua Kona are one area where the plant is relatively common. Several of these plants are also being grown in the community garden. The second species, *Hibiscus clayi*, is a listed endangered species native to eastern Kaua'i, and was being grown in the community garden. Its presence in the community garden does not have an adverse effect on its endangered status, and in fact, propagation of the species in a botanical garden helps to increase the number of plants throughout Hawai'i.

### *Project Impacts and Mitigation*

The project will not have an adverse impact on any threatened or endangered plant species. The only protected species found on the site was the *Hibiscus clayi*, found in the Maka'e'o community garden, where several specimens have been planted as ornamentals in a native plant plot. Because the master plan recommends retention and expansion of the Maka'e'o Walking and Jogging Path and garden, the project will not have an adverse impact.

### **Impacts of Other Alternatives**

The No Action alternative would have no impact on botanical resources. All other alternatives considered had impacts similar to the proposed action, and all propose preservation of the Maka'e'o community garden.

### 4.3.2 Terrestrial Fauna

#### *Existing Conditions*

##### **Avian Survey**

Avian surveys conducted at ten count stations identified a total of 742 individual birds of 18 different species representing 13 separate families. Two of the species, Pacific Golden Plover (*Pluvialis fulva*) and Ruddy Turnstone (*Arenaria interpres*) are native species. Both are indigenous migratory shorebirds that nest in the high Arctic during the late spring and summer months, returning to Hawai‘i during the fall and winter each year. The remaining 16 avian species are all considered to be alien to the Hawaiian Islands. No avian species currently listed, or proposed for listing under either the federal or State of Hawai‘i endangered species statutes was detected during the survey.

Avian diversity and densities were consistent with what would be expected in this location. Three species Zebra Dove (*Geopelia striata*), Saffron Finch (*Sicalis flaveola*), and House Sparrow (*Passer domesticus*), accounted for about half of the birds detected. The most common avian species recorded was Zebra Dove, which accounted for slightly less than 30 percent of the individual birds recorded.

Although not detected during this survey, it is possible that small numbers of the endangered endemic Hawaiian Petrel (*Pterodroma sandwichensis*), and the threatened Newell’s Shearwater (*Puffinus auricularis newelli*), over-fly the project area between the months of May and November. The biological survey noted that there is no suitable nesting habitat within or close to the proposed project site for either of these species.

A major threat to these protected species is collision with man-made structures. Nocturnally flying seabirds, especially fledglings on their way to sea in the summer and fall, can become disoriented by exterior lighting. When disoriented, seabirds often collide with manmade structures, and if they are not killed outright, the dazed or injured birds are easy targets of opportunity for feral mammals.

##### **Mammalian Survey**

The field survey identified numerous cats (*Felis c. catus*), usually seen close to the cat feeding stations located at various locations within the site. The cat feeding stations are maintained by Advocats, a community group that operates a trap-neuter-return program.

A total of 10 small Indian mongooses (*Herpestes a. auropunctatus*) were seen, usually associated with the cat feeding stations or in close proximity to the trash cans. Additionally there were a number of dog (*Canis f. familiaris*) being walked by their owners. Although no rodents were detected during the survey it is probable that the four established alien rodents known from the

Island of Hawai‘i, roof rat (*Rattus r. rattus*), Norway rat (*Rattus norvegicus*), Polynesian rat (*Rattus exulans hawaiiensis*), and European house mice (*Mus musculus domesticus*), occur on the property.

All of the other mammalian species recorded during the course of this survey are commonly occurring species in the urban and park settings in Kona. All of these mammals are considered alien to the Hawaiian Islands, and none are protected under either state or the federal endangered species statutes.

With the exception of the endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*), or ‘ōpe‘ape‘a as it is known locally, all terrestrial mammals currently found on the Island of Hawai‘i are alien species. Although not detected during the course of this survey, it is probable that Hawaiian hoary bats occasionally use resources within the park, as bats have been documented in the general Kailua Kona area on a seasonal basis.

### *Project Impacts and Mitigation*

The improvements proposed in the Kailua Park Master Plan are not expected to have an adverse impact on any avian or mammalian species currently listed or proposed for listing under either the federal or State of Hawai‘i endangered species statutes.

### **Hawaiian Petrel and Newell’s Shearwater**

The primary potential impact on Hawaiian Petrels and Newell’s Shearwaters is the risk that these nocturnally flying sea birds will be downed after becoming disoriented by park lights during the nesting season. This threat can occur during the construction period, if night time work is necessary, and after build-out, due to night use of athletic fields and operation of park roadway lighting.

In order to mitigate construction period impacts, night time construction will not be allowed. However, night time uses at the park (e.g., ballgames, special events) are incorporated into the plan, and will occur year round.

All streetlights and facility lighting associated with the park improvements should be shielded to reduce the potential for collisions of nocturnally flying Hawaiian Petrels and Newell’s Shearwaters with the lights and other man-made structures. These measures will also comply with the Hawaii County Code § 14 – 50 *et seq.* which requires shielding of exterior lights to mitigate potential glare impacts on the Mauna Kea observatories.

The existing athletic field lighting is a mix of shielded and unshielded lights. All newly installed lights will be shielded. There are no plans to replace all existing field lights with shielded lights, but as lighting is replaced during its normal life cycle, shielded lights will be used.

## Hawaiian Hoary Bat

As mentioned above, it is possible that Hawaiian hoary bats over-fly portions of the site on a seasonal basis. They may also forage for volant (flying) insects that are attracted to the athletic field lighting on a seasonal basis. It is not currently known if any individual bats roost within Kailua Park. The principal potential impact that the development of Kailua Park poses to bats is during the clearing and grubbing phases of construction, as vegetation is removed. The removal of vegetation may temporarily displace individual bats, which may use the vegetation as roosting locations. As bats use multiple roosts within their home territories the potential disturbance resulting from the removal of the vegetation is likely to be minimal. During the pupping season, female carrying their pups may be less able to rapidly vacate a roost site as the vegetation is cleared. Additionally adult female bats sometimes leave their pups in the roost tree while they forage. Very small pups may be unable to flee a tree that is being felled.

As recommended by the U.S. Fish and Wildlife Service in its Draft EA comment letter dated September 22, 2010 (see Chapter 9), woody trees 4.5 meters (15 foot) or taller will be disturbed or trimmed during bat birthing and pup rearing season, between April 15 and August 15.

## Impacts of Other Alternatives

None of the project alternatives would have an impact on threatened or endangered species or their habitats. Recommended mitigation for potential impacts to nocturnal sea birds and Hawaiian hoary bats are the same as for the preferred alternative.

### 4.4 SOCIO-ECONOMIC ENVIRONMENT

#### 4.4.1 Population and Employment

The population of North and South Kona from 1980 to 2000 is shown in Table 4-1. The table shows the percentage change from 1980 to 1990, and from 1990 to 2000, in comparison to the County as a whole.

Table 4-1: Resident Population by District, Hawai'i County (1980, 1990 and 2000)

District	1980	1990	2000	Percent Change	
				1980 to 1990	1990 to 2000
<b>Hawai'i County.</b>	<b>92,053</b>	<b>120,317</b>	<b>148,677</b>	<b>30.7</b>	<b>23.6</b>
North Kona	13,748	22,284	28,543	62.1	28.1
South Kona	5,914	7,658	8,589	29.5	12.2

Source: U.S. Bureau of the Census, compiled and calculated by County of Hawai'i, Department of Research and Development

North Kona, in particular, has experienced significant population growth during this period, increasing 62 percent between 1980 and 1990, and another 28 percent between 1990 and 2000. According to the 2008 Kona Community Development Plan, these figure do not fully capture the exponential growth Kona experienced from 2000 to today. Based on a 2005 estimated population of 31,900 for North Kona and 10,700 for South Kona, the average annual growth rate from 2000 has been 6%, comparable to the rapid expansion period of 1980 to 1990 (Kona CDP, 2008).

The table below shows the racial make up of North and South Kona compared to Hawai'i County as a whole. While the racial composition of South Kona is very similar to the County as a whole, North Kona has a higher percentage of white residents than the County (45.9% versus 31.5%) and a lower percentage of Asian only residents (16.0% versus 26.7%) than Hawai'i County.

Table 4-2: Resident Population, Hawai'i County, by Race Alone by District (2000)

	Total Population	White alone (31.5%)	Black or African American alone (0.5%)	Am Indian & Alaska Native alone (0.4%)	Asian alone (26.7%)	Native Hawn & Other Pac Islander alone (11.2%)	Other alone (1.1%)	Two or more races (28.4%)
<b>Hawai'i County</b>	<b>148,677</b>	<b>46,904</b>	<b>698</b>	<b>666</b>	<b>39,702</b>	<b>16,724</b>	<b>1,695</b>	<b>42,288</b>
North Kona	28,543	13,103 (45.9%)	161 (0.6%)	134 (0.5%)	4,580 (16.0%)	3,016 (10.6%)	420 (1.5%)	7,129 (25.0%)
South Kona	8,589	2,923 (34.0%)	44 (0.5%)	23 (0.3%)	2,066 (24.0%)	1,183 (13.8%)	116 (1.4%)	2,234 (26.0%)

Source: U.S. Bureau of the Census 2000, Summary File 1

#### 4.4.2 Archaeological, Historic, and Cultural Resources

##### *Archaeological Literature Review and Field Inspection*

An Archaeological Literature Review and Field Inspection was conducted by Cultural Surveys Hawai'i (July 2009), and is included in Appendix C. The purpose of the archaeological study was to determine the major archaeological concerns within the Area of Potential Effect (APE), defined as the entire 117-acre master plan area. The report and recommendations were designed as a due diligence document, and to explain the State Historic Preservation Division (SHPD) requirements prior to implementation of the master plan components.

The scope of work included historical research to identify areas of cultural significance within the project area, and a limited field inspection to confirm the location of previously identified sites. The field inspection also identified sensitive areas that may require further investigation or

mitigation prior to land alteration. Following the field inspection, consultation was conducted with *kūpuna* with long familial ties in the area. These interviews were conducted as part of the Cultural Impact Assessment, discussed below. The *kūpuna* confirmed the location and function of several previously documented and undocumented historic sites. The resulting Archaeological Literature Review and Field Inspection report is included in Appendix C.

### **Existing Conditions**

The project site is in the Keahuolū and Lanihau Ahupua‘a, which have been the subject of a number of previous archaeological investigations. During pre-contact times, this coastal zone was the location of scattered small settlements congregated near anchialine ponds and along the shoreline. In post-contact time, this zone was often utilized for small settlements and fishing activities.

There have been several previous studies within the current 117-acre project area, most of them reconnaissance level studies. These studies confirm that activities in the area were consistent with the surrounding areas, and consisted of small settlements, shelters, and fishing related activities in both pre and early post-contact times.

The project site includes a total of 32 archaeological sites. The limited pedestrian inspection of the project area confirmed the location of 19 previously-identified sites, and identified four sites not previously identified. An additional nine sites are believed to still be present, although they are covered by sand, vegetation, or mulch and not re-identified during the field inspection. The archaeological sites include house platforms, small complexes, petroglyphs, fishing heiau, bait mortars, planting pits, lava cave shelters, and numerous burial sites. A complete listing of the sites is included in the Literature Review and Field Inspection in Appendix C.

The burial finds were largely due to beach erosion in the sandy portion of the project area makai of the runway. Natural erosion has been exacerbated by high surf events, including two hurricanes, which exposed burials along the sandy shoreline. The majority of the unearthed burials were determined to have originated from two makai areas, identified as the Western Burial Area and Eastern Burial Area. Most of the burial remains were reinterred elsewhere within the project area.

In modern times, large portions of the 117-acre project area have been subject to development, in particular, the construction of the Kona Airport in 1948-1950, and development of Kailua Park in the 1990s. This has resulted in the destruction or relocation of a number of previously identified archaeological sites. The study notes that the remaining Kona Airport structures (i.e., the runway and terminal building) do not meet federal or state criteria for a significant historic property, due to a lack of remaining integrity.

## **Project Impacts and Mitigation**

The proposed master plan intentionally avoids development in the archaeologically sensitive areas of the site makai and north of the runway. The plan has identified the area north of the Events Pavilion as an open space and cultural zone. The planning concept for this area is to focus on passive beach recreation and to preserve and enhance cultural and historic resources. Improvements and future construction in this area will include removal of the runway, construction of the new beach access road, great lawn, and additional restrooms or beach pavilions to enhance public enjoyment of the area. An interpretive center is proposed at the end of the beach access road. Interpretive signage and landscaping are also planned for the area north of the runway.

Although future use in the most archaeologically sensitive areas of the park will be low intensity, construction activities have the potential to impact identified historic sites.

A draft Archaeological Literature Review and Field Inspection was submitted to the SHPD in October 2009 in support of a Section 106, National Historic Preservation Act (NHPA) review as well as Chapter 6E HRS. Review comments from the SHPD were received in January 2010. The report was subsequently revised and resubmitted to SHPD in February 2010 (Appendix C).

SHPD review in accordance with Section 106 and Chapter 6E HRS is pending.

### *Cultural Impact Assessment*

A Cultural Impact Assessment (CIA) was prepared (Cultural Surveys Hawai‘i, October 2009), in compliance with HRS Chapter 343 which requires consideration of a proposed project’s effect on cultural practices and resources. The CIA was prepared in accordance with the Office of Environmental Quality Control (OEQC) Guidelines for Assessing Cultural Impacts, and is included in Appendix C.

As part of the CIA, Cultural Surveys Hawai‘i contacted Hawaiian organizations, agencies and community representatives in order to identify native Hawaiian resources, beliefs and practices associated with the project area that might be impacted by the project. *Kama‘āina* (native born) and *kūpuna* (elders) with knowledge of the study area participated in “talk story” sessions to share their knowledge about the area.

The findings of the CIA indicate that there is a wealth of Native Hawaiian cultural resources, beliefs and ongoing practices associated with the proposed project area and immediate vicinity. There are several major areas of cultural interest and concern regarding potential adverse impacts on cultural and natural resources, and associated beliefs and practices.

Some of the issues and concerns raised during the community consultation include:

1. The project area, in particular the shoreline, has a long history of use by Native Hawaiians and other kama‘aina groups for a variety of past and present cultural activities and gathering practices (e.g., anchialine ponds, fishing grounds, gathering of ‘*opihī*, *pīpī*, *kupe‘e*, and *limu*, gathering of medicinal plants, presence of petroglyphs, burials and heiau on the site).
2. Sensitivity of the makai and northern portion of the project area where there are numerous archaeological sites and burials
3. Presence of additional significant cultural and natural resources that have not been adequately documented
4. Need to protect the makai areas from dune vegetation removal. Vegetation protects the shoreline from high wave activity. Its removal increases potential for eroding more burials.
5. Need to restore, preserve and protect grave sites, the shoreline, anchialine ponds, and natural water cisterns.
6. Need to consult cultural and lineal descendants on protecting and preserving the area’s cultural and natural resources.
7. Possible development of a Hawaiian cultural park. Possible interpretive signage and fencing
8. Concern with reducing open space at the park. Need for the park to be relevant to the community needs 60 to 100 years from now
9. Consider the growing needs of Kailua Town residents, including but not limited the need for safe open space for children, a dog park, picnic and barbeque facilities, etc.
10. Need to keep beach area open for passive recreation and enjoyment

### **Project Impacts and Mitigation**

Based on the community consultations, the CIA identified possible mitigation measures to address some of the concerns expressed by study participants.

1. To address concerns about burial sites in the makai portion of the project area, it is recommended that:
  - Any development in the makai area be limited to passive recreation. Any development should be limited to minimally invasive infrastructure.
  - The sand dunes and beach area should be left alone. Removal of dune vegetation should be avoided and the beach naupaka should be encouraged to thrive as a protective measure
  - No dredging should occur in the known habitation areas

- Personnel involved in development should be informed of the possibility of inadvertent cultural finds, including human remains. Should cultural or burial sites be identified during ground disturbance, all work should cease and appropriate agencies notified.
2. Conduct Archaeological Inventory Survey (AIS) for the project area.
  3. Clean, protect and preserve known burial sites.
  4. Provide visitor/resident education on proper behavior and protocol, as part of active management, to promote protection, appreciation and enjoyment of natural and cultural features.
  5. Replant coconuts in sandy areas. Preserve and replant native vegetation. Anchialine ponds should be cleared and restored. Caves with fresh and brackish water should be restored, protected and preserved.
  6. Consult community members with longstanding connections to the area (e.g., Kunewa and Kailiwai 'ohana) regarding the preservation, restoration, and interpretation of cultural resources.

The master plan proposals for the sensitive, northern areas of the site are generally consistent with the above recommendations in the CIA. The master plan identifies this area of the park for passive recreation and open space, and includes proposals to preserve and enhance cultural and historic resources.

### **Impacts of Other Alternatives**

All project alternatives considered during the planning process avoided development in the culturally sensitive areas makai and north of the runway. However, a maximum development scenario would result in more recreational facilities and therefore less open space than the proposed alternative. A minimum development scenario would result in more open space, but may not include some of the recommended improvements to enhance the cultural areas, such as an interpretive center, paths, fencing and landscaping. The no action alternative would leave the site as it is today, with the runway intact, and no improvement or restoration of the cultural areas at the northern end of the runway.

#### **4.4.3 Visual Resources**

##### *Existing Conditions*

The visual environment of the project site is composed of a mixture of urban forms, landscape elements and open spaces. The active recreation area consists of green open fields with structures such as the gymnasium, swimming complex, and former airport buildings lining the mauka border with parking lots and driveways. The ocean is not visible from this area of the park, due to the presence of the Kona Bay Estates subdivision. A formal row of Cook Pines

along a high rock wall creates a visual edge and buffer between the playfields and the Kona Bay Estates.

During development of the master plan, some Kona Bay Estates residents mentioned that several pine trees along their property line were removed a few years ago, as part of Americans with Disabilities Act (ADA) improvements at the park. They noted that the trees were supposed to be replaced, but to date, this has not been done. At least one resident felt that the noticeable gap in the symmetrical row of screening trees has adversely affected their property values.

The visual environment on the northern end of the park provides a dramatically different landscape than the active recreation side. The park in this area is dominated by the old airport runway, and although views are open and expansive, visual quality is diminished by an excess of paved asphalt and gravel. On the other hand, the park directly fronts the shoreline, providing expansive oceanfront views that are not available at the southern end of the park.

Mauka views from various vantage points in the park provide visual panoramas of the sloping hillside of the Kona region.

A number of areas of the park have night lighting, particularly the area around the gymnasium, pool and ballfields. The park hours are from 7:00 AM to 11:00 PM seven days a week. The outdoor basketball court lights are on a timer and turn off at 10:30 PM. Lights for the ballfields are manually operated as required for night use. If no one is using the fields, lights are turned off by park staff at 10:45 PM.

### *Project Impact and Mitigation*

#### **Visual and Aesthetic Environment**

When fully implemented, the master plan will alter the visual environment within the park, particularly in the central area where a new community center will be built, and in the northern area where the runway will be removed and replaced by a new beach access road. Although the park will be more “developed,” the visual impact will be positive and an aesthetic improvement over existing conditions. The buildings in the future community center are proposed to be clustered with a consistent design theme, in order to provide a pleasant, village-like environment and to retain more open space in the surrounding areas. Green open spaces with native trees and vegetation, and roadways that gently curve through the passive beach park will enhance the visual environment. The proposed entry road leading to the recreation complex is designed to create a visual sense of arrival when approaching from Kuakini Highway. A view corridor extending from the complex in the makai direction will provide a clear vista to the ocean. The master plan encourages the use of natural and local building materials, and architectural design which is sensitive to the cultural and historic context.

The improvements will not obstruct mauka views from the Kona Bay Estates subdivision, as the proposed structures will be of low scale and height. However, there will be more night time activity in this area compared to the present.

Lighting will be provided at the new tennis courts, skatepark, canoe hale complex, as well as at the existing gym and swimming pool and ballfields. Lighting at the Events Pavilion, great lawn, tennis complex, and community center will modify the makai views from Makala Boulevard and Kuakini Highway, and the mauka views from Kona Bay Estates, as these areas are not currently lit. There will not be significant visual or aesthetic changes at the south eastern end of the park, as the ballfields and gym will remain essentially the same.

### **Impacts of Other Alternatives**

The No Action alternative would not change the existing visual environment, and the old airport structures and runway would continue to dominate public views in the central and northern portions of the site. The other build alternatives would have similar visual and lighting impacts to the proposed action, correlating to the scale of the alternatives.

## **4.5 UTILITIES AND INFRASTRUCTURE**

### **4.5.1 Water System**

An assessment of the existing and proposed water system was conducted by R.M. Towill Corporation. This section summarizes their findings and recommendations.

#### *Existing Conditions*

Water is provided to the site by the County of Hawai'i Department of Water Supply. As shown in Figure 10, the water system within the project area consists of a potable water distribution system made up of a 4-inch water main that is located along the old runway. This line extends through the park from Kuakini Highway to the beach pavilions located at the north end of the park. Water is distributed from the 4-inch line to a system of water laterals ranging in size from 3/4-inch to 2-1/2 inches. Potable water is currently used for irrigation, restrooms, the swimming pool and gymnasium complex, the Events Pavilion, offices, base yards and drinking fountains. The Maka'eō Walking and Jogging Path garden uses drip irrigation systems to irrigate their garden.



**CIVIL UTILITIES**  
 Irrigation  
 Water  
 Sewage  
 Drain

**ELECTRICAL DISTRIBUTION SYSTEM**  
 Pad mounted transformer or pole mounted transformer, single phase transformer  
 Pad mounted or pole mounted transformer bank, three phase transformer  
 Overhead lines (3P/PT)  
 3P = 3Ø (three phase primary)  
 P = 1Ø (single phase primary)  
 T = telecommunications (Telephone and/or catv)  
 Underground primary ductline, 3Ø or 1Ø

**Figure 10**  
**EXISTING INFRASTRUCTURE**  
 Kailua Park Master Plan  
 Final Environmental Assessment  
 February 2011

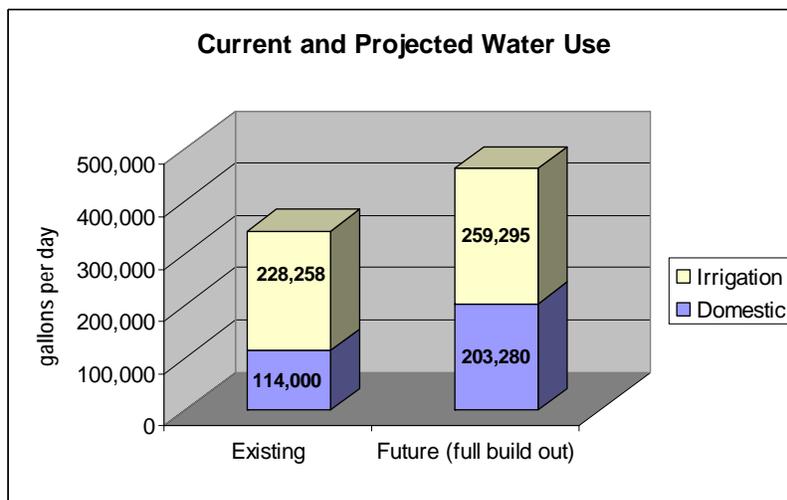
0 200 400 600  
 SCALE IN FEET

**NORTH**

*Project Impacts and Mitigation*

In a letter dated October 13, 2009, the County Department of Water Supply indicated that water service is available from an existing 6-inch waterline within Kuakini Highway and an 8-inch waterline within Kona Bay Road, both fronting the subject parcels. Prior to obtaining a water commitment from the County, water demand calculations will be submitted to the Department of Water Supply for review and approval. Upon review and approval of the water demand calculations, the Department will determine whether water can be made available, facilities charges due, and any water system improvements required for the service.

Project engineers have estimated that the current average water demand at Kailua Park is 114,000 gallons per day for domestic use and 228,258 gallons per day for irrigation. These numbers represent the theoretical demand based on existing park uses. Future theoretical water demand to support the proposed master plan at full build out was estimated to be 203,280 gallons per day for domestic use and 259,295 gallons per day for irrigation. The bar charts below compare the current and projected water usage.



The increase in domestic water demand will be due largely to the proposed restrooms, senior and youth center, swimming pool, and other recreational facilities. Increased irrigation demand will be due to the creation of the great lawn and landscaped areas. Landscaped areas along the beach will utilize native plants that require little water, and irrigation needs for this area should be minimal once the plants are established.

Future improvements at the Kealakehe Wastewater Treatment may provide the park with recycled (i.e., reclaimed) irrigation water, thereby reducing the existing domestic demand within the park. Once improvements are completed at the Kealakehe Wastewater Treatment plant, R-1 recycled water can be used for irrigation of the ballfields and landscaped areas. Once the demand for irrigation water decreases, there should be adequate water available for the proposed facilities. Irrigation mains will have to be installed from the treatment plant to the park and connected to the park’s existing irrigation main.

The master plan also promotes a variety of water conservation methods including using drip irrigation systems to irrigate plants and shrubs around new structures and to install rainwater catchment systems to augment irrigation water demand. In addition, drought tolerant, native plant species appropriate for the beach environment are recommended.

#### 4.5.2 Wastewater Disposal System

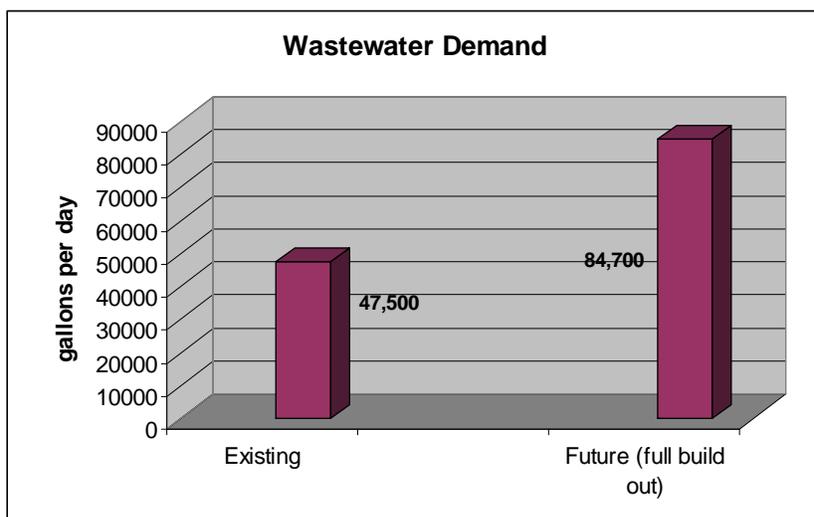
An assessment of the existing and proposed wastewater system was conducted by R.M. Towill Corporation. This section summarizes their findings and recommendations.

##### *Existing Conditions*

Currently, wastewater from Kailua Park facilities is pumped from the northern end of the park to a pump station located at the southeast corner of the park on Kuakini and Kona Bay Estates Drive. Wastewater from the buildings is discharged into concrete septic tanks adjacent to the buildings prior to being pumped through a force main to Kuakini Highway. The wastewater ultimately is pumped to the Kealakehe Wastewater Treatment Plant located about 2 miles from the project site. Currently, approximately 47,500 gallons of wastewater generated daily by users of the park is treated at the Kealakehe Wastewater Treatment Plant.

##### *Project Impacts and Mitigation*

New recreational facilities requiring wastewater disposal will be connected to the existing pressure sewer system that runs from Kuakini Highway to the pavilions at the end of the runway. The new sewer laterals will be connected to the existing sewer pressure system in the same manner as the existing laterals. Wastewater will be discharged into septic tanks adjacent to the buildings for treatment prior to being pumped into the existing force main.



At full build out, the proposed facilities in the park are expected to generate 37,200 gallons of additional wastewater, or a total of 84,700 gallons. The existing wastewater treatment plant currently does not have the capacity to treat additional wastewater from the proposed Kailua Park improvements. Improvements at the existing wastewater treatment plant to increase treatment

capacity are scheduled to be complete around 2011.

The wastewater from the proposed improvements to Kailua Park can be treated at the expanded Kealakehe Wastewater Treatment Plant if there is capacity at the time of the park improvements. The Kealakehe treatment plant is currently capable of producing R-2 recycled irrigation water, which is wastewater that has received secondary treatment and may be used for subsurface irrigation in public parks. Improvements to the treatment plant to provide additional treatment and production of R-1 recycled irrigation water are planned to be completed around 2014. R-1 water has been disinfected to provide a significant reduction in pathogens, and can be used for any form of irrigation at the park and athletic fields.

To provide some reduction in wastewater generation, the master plan recommends the installation of waterless urinals in future men's toilets and as budget allows, existing urinals should be retrofitted with waterless urinals, which can save up to 20% of conventional toilets. Although initial costs are slightly higher, long term maintenance is lower as separate pressurized water pipes and valves are no longer needed. By eliminating the pressurized water line, damages from vandalism are also reduced.

#### 4.5.3 Drainage System

##### *Existing Conditions*

The drainage system in Kailua Park is limited to a storm drainage system in the parking lot areas. There is no drainage system in the airfield area. Runoff flows into drain inlets and is piped to seepage pits where runoff is allowed to percolate into the ground. Storm water runoff for the remainder of the site sheet flows across most of the site from east to west toward the ocean. The permeability of the soil is good and most of the runoff percolates into the ground.

One area of concern is Field D, which is reported to have poor percolation and experiences ponding. Based on discussions with park users, a layer of the existing pavement was not removed prior to filling of topsoil for the field. The existing pavement has created an impervious layer that does not allow for percolation of runoff. It is recommended that the pavement beneath the field be broken up to allow for runoff to percolate through the pavement into the subgrade. If it is not cost effective to temporarily remove the topsoil to break up the asphalt, an alternative would be boring holes through the pavement layer with drilling rigs at locations where ponding recurs.

The northern half of the project area is dominated by the old Kona Airport runway, which is paved with about 12 inches of asphalt concrete. Drainage in this area sheet flows from east to west towards the ocean.

*Project Impacts and Mitigation*

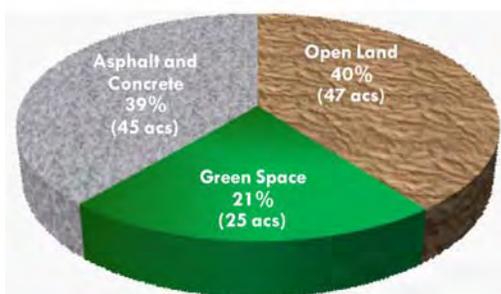
The master plan proposes removing the paved airport runway down to the base course layer, and replacing it with a meandering beach access road. The removed material will be recycled to the extent possible. Care will be taken to minimize disturbance of the ground below the existing pavement, in order to minimize disturbance to any archeological features. Topsoil will need to be imported for the new grass fields and landscaping. The removal of the runway will greatly reduce the amount of impermeable surface, and improve drainage conditions on the site.

Traditional asphalt concrete is recommended for new paved areas to minimize cost and pavement thickness. Minimal pavement thickness will cause the least impact to the subgrade and reduce the chance of encountering archeological features. New paved areas include proposed parking lots constructed where the tennis courts are now, adjacent to Field D, around the Events Pavilion, and near the canoe halau and tennis complex. Paved walkways will be constructed throughout the central community center area, and a bike and pedestrian path will connect the major activity zones within the park.

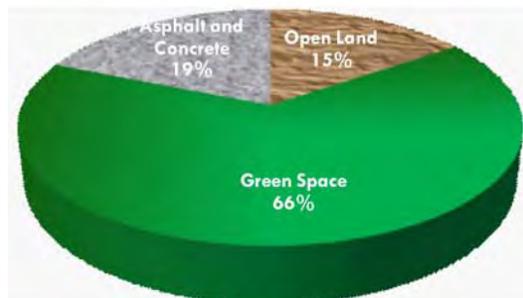
An alternative to the traditional pavement design is porous asphalt concrete pavement and pervious concrete pavement. This type of pavement is constructed with voids throughout the pavement section to allow runoff to percolate through the pavement. The runoff is then stored in an aggregate basin that allows for slower percolation into the natural ground. The advantage of this type of pavement is that it minimizes storm water runoff, and maximizes recharge into the ground. A disadvantage is its higher cost, primarily the existing pavement and base course must be removed, and additional grading done to accommodate the aggregate storage basin. The additional depth of the grading would also increase the risk of disturbing archeological features.

Overall, the proposed master plan will have a positive impact on drainage conditions at Kailua Park by greatly reducing the amount of impermeable surfaces. Currently, approximately 39% of the entire 117-acre site is paved with asphalt and concrete. After removal of the runway and implementation of the plan improvements, paved areas will be reduced to 19% of the site. The remaining 66% of the site will be landscaped green space and 15% will remain undeveloped/open.

**Land Coverage -- Existing**



**Land Coverage -- After**



Removal of the asphalt runway and creation of landscaped areas will increase the amount of pervious surface, allowing for increased recharging of the ground water. The amount of runoff entering the ocean will be reduced. There will be no increase in the quantity of runoff at the major drainage runoff points exiting the site. Creation of the bio-basins will further reduce runoff and provide erosion control measures.

#### 4.5.4 Electrical Utilities

An assessment of the existing and proposed electrical system was conducted as part of the master plan by ECS, Inc. This section summarizes their findings and recommendations, as well as early consultation comments provided by HELCO (see letter in Chapter 9).

##### *Existing Conditions*

Electrical and telecommunications service to the park is currently provided from existing Hawai'i Electric Light Company (HELCo) and Hawaiian Telecom (HT) overhead distribution facilities routed on wooden joint utility poles along the exterior roadways and the north and east boundaries of the site. HELCo utilizes a combination of pad mounted transformers, pole mounted transformers and pole mounted transformer banks to provide electrical service to the various facilities located within the park.

##### *Proposed Improvements*

The improvements identified in the master plan will result in a relatively small increase in the telecommunications needs and an increase in the electrical load for the park by approximately 750 kVA. Increased demand for electrical/telecommunication service will be the result of the new youth and senior center complex, canoe halau and tennis complex, and by lighting for the new parking lots, youth and senior center, and around the Events Pavilion.

In general, electrical demand at the existing County ballfields, gym and swimming pool complex is not expected to increase, and may decrease if energy saving measures are implemented (e.g., solar heating for swimming pool, use of energy efficient field lights, etc.).

##### **Exterior Electrical Utilities**

Existing HELCo and HT overhead distribution facilities are located along the park's exterior roadways and the north and east boundaries of the site. These lines will continue to provide electrical and telecommunications service to the park. Project engineers have initiated preliminary discussions with HELCo to determine the adequacy of the existing infrastructure to support the anticipated increase in electrical load as the park is developed. A determination by HELCo is still pending. If necessary, the existing HELCo and HT overhead lines can be upgraded or supplemented with additional lines to support the increased demand from the park.

Electrical and telephone infrastructure for the new facilities in the park will be connected to the existing distribution lines along the park's exterior roadways. The existing HELCO and HT distribution systems will be extended via overhead lines and wooden joint utility poles to the new areas requiring service. The infrastructure to support HELCO's and HT's services within the "active" portion of the park will be routed underground if it is economically feasible. Pad mounted transformers will be utilized to provide electrical service to the new improvements/facilities located within the park. The on-site secondary electrical distribution system between the pad mounted transformers, the new improvements/facilities and site lighting (roadway and parking lot) will be underground. The routing of the underground secondary electrical distribution will avoid known culturally sensitive areas to minimize the chances of disturbing or damaging these areas.

### **Exterior Lighting**

The master plan does not include modification to the lighting for the existing ballfields, in-line hockey rink and parking lots, other than to recommend investigation of more energy efficient options. New exterior lighting will be provided for the new parking lots next to the existing ballfields, the youth and senior center, the Events Pavilion, skatepark, canoe hale complex, and the new tennis complex.

### *Project Impacts and Mitigation*

The proposed improvements will result in increased lighting in various areas of the park, and an overall increase in electrical demand at the park. Early consultation comments from Hawai'i Electric Light Company, Inc. (HELCO) are summarized below.

Additional lighting at the park also has the potential for adverse impacts on adjacent property owners, the Mauna Kea observatories, and on nocturnally flying sea birds. These impacts and recommended mitigations are also discussed below.

### **HELCO Early Consultation Comments**

An early consultation letter was received from HELCO, dated November 12, 2009 (see Chapter 9). The letter indicates HELCO will be able to provide electrical development to the proposed development. Preliminary comments are as follows:

1. Generation capacity-- HELCO's current system peak load is 198,200 kW and total generation system capability is 271,850 kW. Reserve margin is 37%, and has adequate generation to serve the project.
2. Electrical substation-- The area is served by HELCO's existing 10.0 MVA Kailua electrical substation and a 12,470 volt overhead distribution along Kuakini Highway and

a 7,200 volt overhead line on-site. The capacity of the existing substation should be adequate to serve the anticipated load.

3. Electrical Distribution System—The existing 12,470 volt overhead distribution system along Kuakini Highway is adequate to serve the proposed development. However, a distribution line upgrade and/or extension may be required to interconnect the existing distribution system to the on-site development. Also, the installation of 12,470 volt switches may be required. After the detailed loading and civil plans are submitted, HELCO will prepare a firm cost for the off-site distribution system to connect to this development.
4. HELCO recommends energy efficient and conservation measure to reduce the maximum electrical demand and energy consumption.

The letter recommends that a service request be opened as soon as practicable to ensure timely electrical facility installation. More detailed analysis of electrical requirements will be performed during project design, after receipt of detailed design drawings and estimated load.

### **Compliance with Hawai‘i County Code**

All outdoor lighting for the new improvements and facilities at Kailua Park will comply with applicable portions of Article 9 Outdoor Lighting from Chapter 14 General Welfare of the Hawai‘i County Code 1983 (2005 edition). These sections of the County Code restrict the use of certain types of light source, control the hours of operation, and require shielding of exterior lights in order to mitigate adverse impacts, particularly to the observatories on Mauna Kea.

Lights for the new tennis complex will comply with the “Class I lighting” requirements of the Hawai‘i County Code, addressing outdoor lighting for recreational facilities. The Class I requirements apply to all existing and proposed ballfields, tennis courts, and basketball courts (and other similar applications where color rendition is important). Light fixtures are required to be fully shielded, and be turned off from 11:00 PM to sunrise. Some exceptions are allowed for bona fide business or recreational activities.

Lighting for the new parking lots, walkways, and exterior of the youth and senior center and Events Pavilion will comply with the “Class II lighting” requirements of the Hawai‘i County Code. Requirements for these areas include use of a low pressure sodium (LPS) light source, and partially shielded lighting fixtures for lamps greater than 90 watts. LPS is a “yellow” light source, which produces light within a very limited range of the color spectrum that can easily be filtered out to minimize the impact to the Mauna Kea observatories.

Lighting will not be provided for the roadways and parking lots located in the beach (passive) area of the park. The master plan also recommends that any unshielded lights at the existing ballfields be replaced with shielded lights or retrofitted with shields.

### **Light Impacts on Adjacent Landowners**

Increased lighting and night time activity at the park has the potential to affect adjacent landowners, in particular, the Kona Bay Estates subdivision located directly makai of the existing ballfield complex. One large home has been constructed within 80 feet of the in-line hockey rink, which is lit and used for in-line hockey league matches in the early evenings, generally until 7:00 PM. During the master planning process, one Kona Bay Estates resident commented that field lights at the park are sometimes left on long after the games are over, shining into their bedroom windows.

No additional lighting is proposed for the existing ballfield or gym complex, other than a general recommendation to shield any remaining unshielded lights, and to consider installation of more energy efficient lighting systems. The new parking lot on the existing tennis court site will be lit, and will comply with the lighting requirements of the Hawai'i County Code. The net effect on Kona Bay Estates should be similar to the existing lighted tennis courts.

New exterior lighting will be installed around the senior and youth center, associated parking areas and the new tennis complex. These areas of the park are not heavily utilized now, and have little existing lighting. As a result, the presence of outdoor lighting and evening use of the site will alter the mauka views from some Kona Bay Estates lots. The closest proposed structure to Kona Bay Estates would be the youth center, which will be over 200 feet away. Given the County's Class II lighting requirements, issues such as light trespass into homes should not be a problem.

It is possible that night usage of the park facilities will increase as the master plan is implemented and more evening activities, such as concerts occur in the park. Night time lighting policies are a park management issue. In general, park managers should be required to turn off the field lights immediately after games are over, and day games should be scheduled as much as possible to maximize use of daylight and conserve energy. Evening events such as concerts should have a reasonable curfew that takes the adjoining residential neighbors into consideration.

### **Impacts on Hawaiian Petrels and Newell's Shearwaters**

As discussed previously in Section 4.3.2, light pollution is widely recognized as being a major threat to seabirds and other nocturnal migrant species, particularly the Newell's shearwater. Street and resort lights, especially in coastal regions, disorient shearwater fledglings causing them to eventually fall to the ground exhausted or increasing their chance of collision with artificial structures (i.e. fallout). Once on the ground, shearwater fledglings are unable to fly and are killed by cars, cats, and dogs or die because of starvation or dehydration. The impact to the shearwater can be minimized by limiting the amount of light that is emitted above the horizon and avoiding the use of "white" light sources which appear to be the worst offenders for bird attraction. Full cut-off or shielded lighting fixtures will be used where practicable to limit the

amount of light that is emitted above the horizon and the use of “white” light sources will be avoided in areas where color rendition is not important.

### **Energy Efficiency Issues**

Mitigation for increased energy use at the park will be the implementation of sustainable, “green” planning and building techniques and technologies wherever possible. One of the goals of the master plan was to follow Leadership in Energy and Environmental Design (LEED) concepts in planning buildings and facilities. The following is a discussion of how these concepts were considered for the electrical system.

#### ***Solar Power***

During the preparation of the master plan, the engineering consultants investigated the potential for solar powered exterior lighting for the new parking lots. It was estimated that the County requirement to use LPS light sources for these areas would require the use of solar panels with a surface area of approximately 32 feet square for each light. To make solar powered exterior lighting a feasible option, a light emitting diode (LED) light source would need to be utilized. The use of LED light sources for parking lots and roadways is currently not allowed by the Hawai‘i County Code. Therefore, solar powered exterior lighting for the new parking lots is not considered a feasible option at this time.

Self-contained solar powered lighting systems, which consist of solar panels, batteries, and LED light sources, will be considered for use at the remote beach pavilions. The use of self-contained solar powered lighting systems will eliminate the need to provide HELCo service to the remote beach pavilions and reduce electricity costs. They will also reduce the need for excavation in the culturally sensitive areas on the makai side of the existing runway.

#### ***Net Metering***

Net metering is a utility resource usage and payment scheme in which a customer who generates their own power is compensated monetarily. Net metering originated with electric companies as a way to encourage consumers to invest in renewable energy sources such as solar or wind power. In a net metering program, the electric company allows a customer's meter to actually run backwards if the electricity the customer generates is more than they are consuming. At the end of the billing period, the customer only pays for their net consumption: the amount of resources consumed, minus the amount of resources generated.

The master plan recommends that the proposed improvements and facilities attempt to achieve a minimum rating of silver on the LEED Green Building Rating System where feasible. LEED credits can be obtained through use of on-site renewable energy, including solar, wind, geothermal, low-impact hydro, biomass and bio-gas strategies, to supply power to and reduce the environmental and economic impacts associated with fossil fuel energy use. Net metering agreements with HELCo will be considered if any of the abovementioned on-site renewable energy sources are implemented.

### ***LEED Sustainable Sites (SS) Credit 8, Light Pollution Reduction***

The master plan is recommending that proposed improvements and facilities attempt to achieve a minimum rating of silver on the LEED Green Building Rating System where feasible. One of the points that may be pursued to obtain the silver rating is Sustainable Sites (SS) Credit 8, Light Pollution Reduction. The intent of this credit is to minimize light trespass from the building and site, reduce sky-glow to increase night sky access, improve nighttime visibility through glare reduction, and reduce development impact on nocturnal environments. Site lighting criteria will be adopted to maintain safe but reasonable light levels and full cut-off or shielded lighting fixtures and computer modeling will be utilized to minimize the amount of off-site lighting and night sky pollution. In addition, lighting controls will be used, wherever possible, to turn-off non-essential lighting after normal operating hours or in post-curfew periods.

## **4.6 TRAFFIC AND TRANSPORTATION**

### **4.6.1 Vehicular Circulation**

#### ***Existing Conditions***

Traffic analysis for the proposed master plan was provided by Julian Ng, Inc. (2009). Vehicular access to the existing Kailua Park from Kailua village is provided by Kuakini Highway. Between Palani Road and Kaiwi Street, Kuakini Highway is a two-lane roadway with separate turn lanes for left turns onto Palani Road and right turns onto Kaiwi Street. Opposite Kaiwi Street, Kona Bay Drive is a two-lane roadway that serves a gated residential community; Kaiwi Street serves an industrial subdivision and connects to Queen Ka'ahumanu Highway. Makala Drive also connects Kuakini Highway with Queen Ka'ahumanu Highway, providing access to the park from other parts of the island via Queen Ka'ahumanu Highway.

Several driveways serving parking lots in the park connect to the two-lane Kuakini Highway west of Kaiwi Street and east of Makala Drive; these parking lots have been striped for approximately 700 parking stalls. West of Makala Drive, Kuakini Highway terminates at the State baseyard and traffic into the park runs through a parking lot and onto the old airport runway. Approximately 200 marked parking stalls are provided at and near the baseyard; an additional 60 vehicles could be parked in this area. Another 40 parking stalls are located beyond the west end of the old runway, approximately 2,000 feet away. The old runway is used for additional parking during special events; the 2,000-foot length is estimated to accommodate 400 vehicles parked perpendicular to the runway axis, for a total existing parking capacity in the park of 1,360 vehicles.

In 2005, a traffic study was done for a proposed commercial development near Queen Ka'ahumanu Highway that would be served by Makala Drive. Table 4-3 shows the peak hour volumes on several roadway links that were derived from manual counts taken in May 2005 for that study.

**Table 4-3: Existing Traffic on Roadways in Vicinity**

	AM Peak Hour	PM Peak Hour
Queen Ka‘ahumanu Highway, west of Makala Boulevard	1,396	1,439
Queen Ka‘ahumanu Highway, east of Makala Boulevard	2,111	2,197
Makala Boulevard, south of Queen Ka‘ahumanu Highway	154	406
Makala Boulevard, north of Kuakini Highway	390	505
Kuakini Highway, west of Makala Boulevard	148	310
Kuakini Highway, east of Makala Boulevard	460	627
Kaiwi Street, north of Kuakini Highway	635	804
Kuakini Highway, west of Kaiwi Street/Kona Bay Drive	545	752
Kuakini Highway, east of Kaiwi Street/Kona Bay Drive	989	1,153
Kona Bay Drive, south of Kuakini Highway	133	125
Palani Road, north of Kuakini Highway	962	1,255
Kuakini Highway, west of Palani Road	1,036	1,235
Kuakini Highway, east of Palani Road	723	982
Palani Road, south of Kuakini Highway	899	962

Source: Julian Ng, Inc., using data reported in Figures 3 and 4, *Traffic Impact Report for Kona Commons*, prepared by Wilson Okamoto Corporation, July 2005

The existing peak hour traffic volumes generated by the park were derived by reviewing the traffic counts along Kuakini Highway and estimating movements in and out of the park parking lots located between Makala Boulevard and Kaiwi Street, as indicated in Table 4-4.

**Table 4-4: Existing Park Traffic Generation**

	AM Peak Hour		PM Peak Hour	
	exit	enter	exit	enter
Kuakini Highway, west of Makala Boulevard	70	78	142	168
Driveway between Makala Blvd. & Kaiwi St.	75	102	88	222
<b>Estimate of park-generated traffic</b>	<b>145</b>	<b>180</b>	<b>230</b>	<b>390</b>

Source: Julian Ng, Inc., using data reported in Figures 3 and 4, *Traffic Impact Report for Kona Commons*, prepared by Wilson Okamoto Corporation, July 2005

The highest traffic volumes due to activities at the park occur in the hour after a large event, when 1,300 vehicles leave the park. Based on peak hour counts, estimated capacities for traffic leaving the park are 160 vehicles per hour from Makala Boulevard to Queen Ka‘ahumanu Highway, 350 vehicles per hour on Kaiwi Street, and 650 vehicles per hour on Kuakini Highway

at Palani Road; congested conditions leaving the park after such an event, therefore, will have a duration of slightly more than one hour.

A comparison of the manual peak-period traffic counts taken in 2005 with a more recent count taken in August, 2007 and in 2010 at the intersection of Palani Road and Queen Ka‘ahumanu Highway is shown in Table 4-5:

**Table 4-5: Comparison of Traffic Counts, 2005 and 2007, and 2010  
Intersection of Queen Ka‘ahumanu Highway and Palani Road**

		2005	2007	2010
AM Peak Hour	Palani Road, north of Queen Ka‘ahumanu Highway	867	667	461
	Queen Ka‘ahumanu Highway, west of Palani Road	1,870	1,612	1,632
	Queen Ka‘ahumanu Highway, east of Palani Road	1,283	1,249	1,382
	Palani Road, south of Queen Ka‘ahumanu Highway	1,204	1,138	1,021
PM Peak Hour	Palani Road, north of Queen Ka‘ahumanu Highway	1,041	1,017	857
	Queen Ka‘ahumanu Highway, west of Palani Road	2,182	1,881	2,351
	Queen Ka‘ahumanu Highway, east of Palani Road	1,723	1,417	1,849
	Palani Road, south of Queen Ka‘ahumanu Highway	1,738	1,537	1,663

Source: Julian Ng, Inc., using data reported in Figures 3 and 4, *Traffic Impact Report for Kona Commons*, prepared by Wilson Okamoto Corporation, July 2005, in Figure 2, *Traffic Impact Analysis Report for the Proposed Ane Keohokalole Highway Extension*, prepared by Fehr & Peers, April 2009, and in Figures 4 and 5, *Traffic Impact Analysis Report for the Proposed Kamakana Villages at Keahuolu*, prepared by The Traffic Management Consultant, August 9, 2010.

As indicated in Table 4-5, the counts taken in 2007 show lower traffic volumes at the intersection than the counts taken in 2005 and 2010. The 2010 volumes are fairly similar to the 2005 volumes. The reduction in 2007 was probably due to construction activity on Queen Ka‘ahumanu Highway. The 2005 and 2010 counts, therefore, should be representative of existing conditions without influence of highway construction activities.

Public bus service near the park is provided by the County of Hawai‘i’s “Hele-On Bus” system. A single trip per day in each direction operates Monday through Saturday between Kona and Hilo; a bus traveling toward Hilo comes through the intersection of Kuakini Highway and Palani Road at approximately 6:30 AM and the reverse route traveling toward Honaunau is scheduled to pass the same intersection at approximately 4:30 PM.

Service on an “Intra-Kona” bus route is also provided. The Intra-Kona route uses Kuakini Highway and Makala Boulevard, with northbound service seven times per weekday between 8:45 AM and 6:25 PM, and southbound service eight times per weekday between 6:55 AM and 5:15 PM. Saturday service is provided with the number of trips reduced by two each way.

### *Project Impacts and Mitigation*

#### **Transportation Infrastructure**

The proposed project is not expected to change traffic generation from the park on a typical day or under peak conditions. Vehicular access will continue to be provided by Kuakini Highway and Makala Boulevard, with an improvement with the proposed relocation of a portion of Makala Boulevard leading directly to the center of the reconfigured park. The highest weekday traffic from the park will continue to occur in the PM Peak Hour, during which the hourly traffic volume has been estimated to be about 620 vehicles per hour, or about 25% of the existing PM Peak Hour traffic in and out of the area.

The plan for the park itself will relocate some activities and provide for new roadways and paths for pedestrian and bicycle use. The proposed plan includes a total of 1,374 marked parking spaces. By comparison, the park currently has 880 marked stalls, and an estimated 400 more vehicles can be accommodated on unmarked portions of the old runway. Increased use of the park can be expected throughout the day, thereby increasing traffic during existing non-peak hours (however, park traffic will be small compared to other activities that rely on the affected roadways to provide access).

The proposed plan shows a future roadway connection from the west end of the park to connect to the Kealakehe Regional Park. This roadway will provide improved vehicular access to the Kailua Park and will lessen traffic impacts at the other roadways into and out of the park, by providing alternative paths.

#### **Internal Improvements: New Beach Access Road and Reverse-In Angle Parking**

The proposed plan replaces the existing old airport runway with a new, meandering beach access road leading from a proposed roundabout extending from Kuakini Highway. Rather than being an “extension” of Kuakini Highway, this new road will be an internal beach access road. It does not preclude a future extension of Kuakini Highway (extending north, past the roundabout) by the County or State.

The proposed roundabout is intended to provide a physical landmark, signifying arrival at an important destination. Although the roundabout would serve an important way-finding function, realignment of Makala Boulevard must be agreed to by adjacent landowner QLT. If the Makala Boulevard realignment is not consistent with QLT’s development plans, it can be replaced with a standard “T” intersection with entry features identifying Kailua Park. The meandering beach access road is intended to have a posted speed limit of 15 miles per hour. The gently curving road is designed to reduce traffic speed and to be visually appealing.

The master plan recommends reverse angle parking along the mauka and makai sides of the beach access road. Reverse angle parking, where drivers must back into the stalls, is a state-of-the-art parking configuration that has gained popularity in cities throughout the United States in recent years. The benefits of reverse angle parking are summarized below.

Applying this mandatory parking concept to the park is appropriate because the roadway is meant for slow-moving, local traffic. Park users unloading recreation gear and coolers will unload at the rear of the vehicle, away from the travel way, making it safer for the users and their children. A landscaped median should be provided wherever reverse-in angled parking stalls are proposed, to prevent drivers from crossing the road to park in the wrong direction. Because the concept is new to Hawai'i Island, the public will need time to adjust to this parking concept. Providing instructional signs will help to speed the learning process.

### **Impacts of Other Alternatives**

The No Action alternative would not impact traffic as the status quo would be maintained. However, the current undefined travel ways, undefined parking areas, and unconnected internal circulation would continue to pose circulation problems. The minimum alternative proposed minor changes to the circulation system to reduce cost, but does little to improve current conditions. The circulation system associated with the maximum development alternative would be an improvement to existing conditions. However, a disadvantage is that maximum build out of sports venues leaves little room for parking. As a result, the maximum development alternative may not have adequate parking during peak park use.

## Anticipated Benefits of Reverse Angle Parking

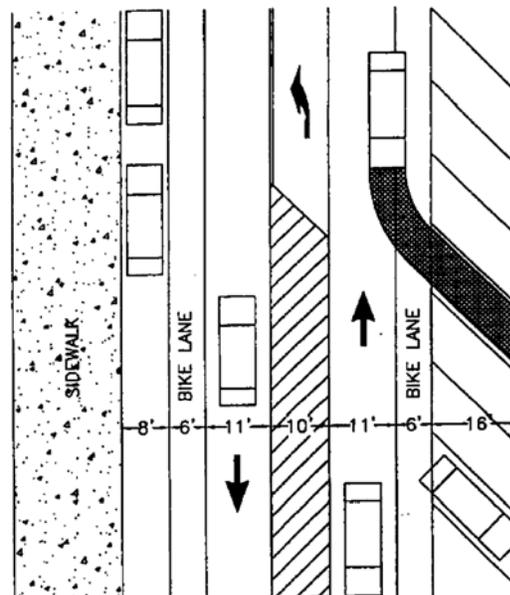


- Improved visibility and increased field of vision. When leaving the parking space, motorists are able to see oncoming traffic.
- Decreased number of collisions. Motorists no longer have to back out blindly from their parking space.
- Improved safety for children. Car doors open in a manner that directs children to the back of the vehicle, ushering them toward the sidewalk rather than the streets.
- Improved safety for cyclists. As vehicles exit their parking stall, they are able to see cyclists in the roadway.

- Improved loading and unloading. Trunks are adjacent to the sidewalk and open car doors offer protection from the street, allowing loading and unloading onto the sidewalk.



- Improved disabled parking. Disabled parking spaces can be placed adjacent to curb ramps.
- Increased space. Reverse angle parking does not require as much space to maneuver as traditional angle parking, which may result in an increased number of parking spaces or additional room for sidewalks, bike lanes, etc.
- Traffic calming. Serves to naturally slow traffic.



From: Burlington VT Public Works, [www.dpw.ci.burlington.vt.us](http://www.dpw.ci.burlington.vt.us)

## 4.6.2 Paths, Trails and Greenways

### *Existing Conditions*

Two historic trails running through the project area were identified by the Archeological Literature Review and Field Inspection (Cultural Surveys Hawai‘i, October 2009, Appendix C), and were confirmed during consultation with area kūpuna. One trail still in use today runs parallel to the shoreline, while the second is a possible remnant trail that was oriented mauka/makai and extended out of the project area.

The coastal trail traverses the beach sand for the majority of the project area, averages about 80 cm (31 inches) wide, and is characterized by a relatively level walking surface and an absence of vegetation. Community consultation conducted by Cultural Surveys Hawai‘i confirms that this trail existed prior to the airport construction in 1948. The study notes that although there is no doubt that Hawaiians in both pre and post-contact times utilized coastal trails in the project area, the lack of information about the age and nature of the trail prevents it from meeting the eligibility criteria for the Hawai‘i Register of Historic Places.

A possible mauka/makai trail is located in the northwest portion of the project area, near an archaeological habitation site. However, only remnants of the trail exist, and are not considered eligible for the Hawai‘i Register of Historic Places.

### *Project Impacts and Mitigation*

The master plan includes recommendations for connectivity and linkages within the park, and between the park and adjacent recreational lands and open space areas.

### **Multi-Use Path**

The master plan includes a multi-use path around the entire park, providing opportunities for increased walking and biking. The path will connect the various activity zones and reduce the need to drive between destinations within the park. The path would be constructed as a 10-foot wide, all weather surface. Construction of a multi-use path will be an asset to the park, reducing congestion, parking needed, and increasing safety for pedestrians and bikers.

Further connections to Kailua Village along Kuakini Highway and through the King Kamehameha’s Kona Beach Hotel parking lot are proposed, as well as possible connection along the shoreline in the Kohala direction. Future implementation of these proposals will need to be coordinated with adjacent property owners.

### **Ala Kahakai National Historic Trail**

The plan includes a conceptual alignment for continuation of the Ala Kahakai National Historic Trail (NHT) through the project area. The Ala Kahakai NHT is a 175-mile long trail established in 2000 by the National Park Service for the preservation, protection and interpretation of traditional native Hawaiian culture and natural resources. The designated trail follows the coastline and can be accessed at several points, but is not yet a continuous unbroken trail. The Ala Kahakai NHT passes through over 200 ahupua‘a, and hundreds of ancient Hawaiian settlement sites, rich with cultural, historical and natural resources. It is part of the National Historic Trail system, a federal designation providing protection for significant historic trails and their environs.

In an early consultation letter dated October 12, 2009, the Department of Land and Natural Resources Na Ala Hele Program provided the following information on the conceptual Ala Kahakai trail alignment shown in the master plan:

*Research discloses that part of a Settlement Agreement under Kona Old Hawai‘i Trails Group vs. State of Hawai‘i, et .al., Civil No. 86-212, Third Circuit Court, the government relinquished its interest in the “Old Hawaiian Trail.” In return, the owners of the lots within Kona Bay Estate granted to the State of Hawai‘i easements for Pedestrian Beach Access and the right to use a 2 foot wide walkway that parallels the makai boundaries of these lots. In essence, the public [c]an access the beach through designated public access points and are able to walk along a concrete masonry wall that runs the length of the Kona Bay Estates Subdivision.*

*Therefore, the Ala Kahakai Trail depicted in the Final Master Plan prepared by Kimura International, Inc. on behalf of the County of Hawai‘i, is not a historic trail alignment, but is an easement to walk along a wall.*

Further efforts regarding this trail should be coordinated with both the DLNR Na Ala Hele Program and the National Park Service.

### **Future Greenway Connections**

The master plan notes that there are opportunities for future greenways and road connections from Kailua Park to a regional park at Kealakehe, as well as to other parks, open spaces and recreational facilities on neighboring lands. No active recreational activities would be included, but pedestrian and biking trails would be appropriate. A greenway could connect the Kealakehe regional park to Kailua Park and the beach without the need for motorized vehicles. This greenbelt could be incorporated as a major feature in the Queen Lili‘uokalani Trust’s future residential or commercial development mauka of the park.

These greenway connections would have a positive impact on regional planning and land use. However, these efforts will extend beyond the County-owned property, and must be coordinated with the Queen Lili'uokalani Trust, the adjacent landowner.

## 4.7 PUBLIC SERVICES AND FACILITIES

### 4.7.1 Police

The Kailua Park is under the jurisdiction of the Hawai'i County Police Department which has a station in Kealahou, about 2 miles away.

In an early consultation letter dated September 15, 2009, the Police Department had the following comments and recommendations:

- Provide easy police accessibility to all points of the park
- Strategically place police call boxes throughout the park
- Utilize design and function of amenities to promote crime prevention
- Ensure that park improvements do not negatively affect traffic or pedestrian flow along the northern extension of Kuakini Highway

The master plan and design of the park directly support the recommendations provided by the Police Department to increase safety and security. For example, the improvements to the roadway and circulation system and provision of vehicle parking will reduce traffic congestion, and provide easier police access to all points of the park. The design of the main park entry and porte cochere will allow safe drop off points for program participants and park users. The availability of connected paths also provides the police department or private security personnel with the option of foot or bike patrol during special events.

The youth and senior center buildings will be clustered, increasing visibility of youth activities, providing greater safety for seniors, and discourage loitering. Adequate lighting will be provided around all facilities. Walking paths and outdoor spaces will bring more people and activities outdoors, providing "eyes on the park," and discouraging illegal or unwanted activity. The location of play grounds near sports fields provides a play area for siblings who are not involved on the field, making it easier for parents to supervise these children. The provision of walking and bicycle paths will increase the number of people circulating through out the park, naturally increasing visibility, safety and security.

### 4.7.2 Fire and Emergency Medical Services

The Hawai'i County Fire Department has 20 full-time fire/medic stations, and twenty volunteer fire stations covering the entire island. For firefighting purposes, the County of Hawai'i is divided into two battalion areas, East and West. Kailua Park is in the area covered by the West battalion. The nearest fire station is Station 14 in South Kohala. Equipment assigned to this

station includes Engine 14, Medic 14, Tanker 14, a fuel truck, and Chopper 2, the Medevac helicopter.

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.

As noted above, improvements to the circulation system at the park will improve fire and emergency access. The great lawn could be used for helicopter evacuation if needed.

### **Impacts of Other Alternatives**

None of the project alternatives would impact police, fire, or emergency services.

#### **4.7.3 Schools**

##### *Existing Conditions*

Public elementary schools in the Kona region include Holualoa Elementary, Honaunau Elementary, Ho'okena Elementary, Konawaena Elementary, Kealakehe Elementary, and Kahakai Elementary. Intermediate and middle schools include Kealakehe Intermediate, and Konawaena Middle. High schools include Konawaena High and Kealakehe High. There are two public charter schools, Innovations Public Charter School (grades 1-8) and West Hawai'i Explorations PCS (grades 6 to 12). Ke Kula o Ehunuikaimalino is a pre-K to grade 12 Hawaiian language immersion school located in Kealakekua.

##### *Project Impacts and Mitigation*

Many of the area schools utilize Kailua Park athletic fields for practice, games, and tournaments, the master plan recommendations will improve the condition of the facilities. The construction of a new youth and community center will also have a positive impact on school-aged children, and will likely increase after school and weekend programs available to the community.

### **Impacts of Other Alternatives**

The no action alternative would have no impact on school-aged children, but the other build alternatives would have impacts similar to the preferred alternative.

## 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 Department of the Army Permit

Section 10 of the Rivers and Harbors Act requires that a Department of Army permit be obtained for structures or work in or affecting navigable waters of the United States. Section 404 of the Clean Water Act (CWA) of 1972 requires that a DA permit be obtained for the discharge (placement) of dredge and/or fill material into waters of the U.S., including jurisdictional wetlands and other special aquatic sites.

The northern end of the project area has at least one anchialine pool, landlocked, brackish ponds found in lava depressions near the ocean, and connected underground to both fresh and salt water. Anchialine pools are considered to be wetland resources, and are regulated by the Department of the Army under Section 404 of the CWA. Two other areas in the Maka'e community garden may be anchialine pools or wetlands. No development is proposed near any of these three areas, and no placement of dredge or fill material is planned. However, if future restoration of any anchialine pools are proposed (e.g., debris and vegetation removal, alien fish removal, etc.), consultation with the Department of the Army Corps of Engineers will be required to confirm its status as a jurisdictional wetland (i.e., subject to Army Corps of Engineers regulation), and appropriate permits will be required.

#### 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. A Section 106 consultation with the State Historic Preservation Division (SHPD) will be required if federal funds are utilized for any of the master plan improvements. An archaeological Literature Review and Field Inspection for the project area was conducted by Cultural Surveys Hawai'i, which confirmed the location of previously identified historic properties. The report was sent to the SHPD in October 2009, requesting consultation in accordance with both State of Hawai'i Section 6E-8 and Section 106 of the NHPA. Review comments from the SHPD were received in January 2010 and a revised report submitted to the SHPD in February 2010. Section 106 consultation is ongoing.

#### 5.1.4 Section 7, Endangered Species Act

Section 7 of the Endangered Species Act requires federal agencies to ensure that any action they authorize, fund, or carry out is not likely to adversely affect a listed species or designated critical habitat. The redevelopment and expansion of the park facilities 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.

Park lighting has the potential to impact the endangered endemic Hawaiian Petrel and the threatened Newell's shearwater, which fly over the project area during certain times of year. Proposed mitigation includes shielded lights at the park, including replacing or retrofitting existing unshielded lights with shielded ones. Mitigation to prevent adverse impact to Hawaiian hoary bats involves avoiding clearing large woody vegetation during times of the year when roosting bats may be tending their young.

The U.S. Fish and Wildlife Service (USFWS) was contacted during the EA pre-assessment consultation, and has been sent a copy of this Draft EA. At present, no federal funds are planned for park development or construction. However, if in the future, federal funds are utilized at Kailua Park, consultation may be required with the USFWS in accordance with Section 7 of the Endangered Species Act.

## 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.

The State plan objectives for the physical environment—land, air and water quality (Sect. 226-13) are: 1) maintenance and pursuit of improved quality in Hawai'i's land, air and water resources, and 2) greater public awareness and appreciation of Hawai'i's environmental resources. Among the policies to achieve these objectives are a) to promote the proper management of Hawai'i's land and water resources and b) reduce the threat to life and property from erosion, flooding, tsunamis, hurricanes, earthquakes, volcanic eruptions, and other natural or man-induced hazards and disasters.

## 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. The entire project area is within the State's Urban District. The County of Hawai'i regulates activities or uses within the Urban district. The proposed park improvements are consistent with this State Land Use designation.

## 5.2.3 Coastal Zone Management

The Federal Coastal Zone Management Program was created through passage of the CZM Act of 1972, and the State of Hawai'i's CZM program was enacted in 1977 (Chapter 205A, Hawai'i Revised Statutes). CZM objectives and policies (Section 205A-2, HRS) have been developed to preserve, protect, and where possible, to restore the natural resources of the coastal zone of Hawai'i.

Hawai'i's CZM area encompasses the entire state, because there is no point of land more than 30 miles from the ocean. The CZM area also extends seaward to the limit of the State's police power and management authority, to include the territorial sea.

The Kailua Park Master Plan is consistent with the State's Coastal Zone Management (CZM) objectives, identified in HRS Chapter 205A-2, as discussed below.

### *Recreational Resources*

**CZM Objective:** *Provide coastal recreational opportunities accessible to the public.*

The master plan will enhance coastal recreational opportunities accessible to the public. The northern area of the site will be retained as open space, and enhanced for public use. Proposed improvements in this area include new beach pavilions and a beach center with concessions and restrooms. The aircraft runway will be removed, and replaced with a new meandering beach access road and designated parking. Removal of the runway will allow expansion of the beach front further mauka, widening and enlarging this passive recreation space. The project will not affect existing fishing, surfing or other existing uses. In the southern half of the property, the public beach access through the Kona Bay Estates subdivision will remain. Outdoor showers and restrooms will be provided near the ball field parking lots, which can be used by beach goers.

### *Historic Resources*

**CZM Objective:** *Protect, preserve, and where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.*

The Project will not adversely impact natural or man-made historic or prehistoric resources in the CZM area. An archeological field inspection has confirmed the location of historic properties,

including burials, within the 117-acre property. The plan improvements avoid impact to these known sites. The area surrounding Pawai Bay, which is rich in cultural artifacts, will be improved by clearing trash, replacing invasive vegetation with native vegetation, and delineating sensitive areas through signage and defined walkways to prevent inadvertent damage. A cultural interpretive center is proposed at the end of the beach access road. The canoe halau complex will include an education exhibition center to teach canoe-making and other cultural activities. The plan recommendations were developed through consultation with area kupuna, and extensive community interviews are documented in the Cultural Impact Assessment. Consultation with SHPD is ongoing to define any further cultural resource management work that may be needed.

### *Scenic and Open Space Resources*

**CZM Objective:** *Protect, preserve, and where desirable, restore and improve the quality of coastal scenic and open space resources.*

The Project will preserve and improve the quality of coastal and scenic resources particularly in the central and northern areas of the park. The new park entry road leading to the community center will terminate at a great lawn, with open vistas to the ocean. Coastal views from the northern area of the park will be improved by removal of the asphalt runway, which currently dominates the visual landscape. With the removal of the runway, the beach area can be expanded in the makai direction. No major structures, other than new picnic pavilions, are proposed makai of the existing runway.

### *Coastal Ecosystems*

**CZM Objective:** *Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.*

The Project will not adversely impact coastal ecosystems or water quality. During construction activities, construction contractors will follow best management practices to minimize storm water runoff. No in-water construction is proposed. The master plan includes construction of bio-basins, storm water retention areas landscaped with native plant materials. These will retain surface runoff and increase on-site percolation.

### *Economic Uses*

**CZM Objective:** *Provide public or private facilities and improvements important to the State's economy in suitable locations.*

The project complies with this CZM objective, as Kailua Park is an existing district park, which will be improved and enhanced. Because of the park's ocean front location, the master plan seeks to maximize open space and encourage more passive uses along the former runway area. Active recreational facilities that may still be needed, such as additional ball fields, can be located at a future regional park in Kealakehe.

### *Coastal Hazards*

**CZM Objective:** *Reduce hazard to life and property from tsunamis, storm waves, stream flooding, erosion, subsidence, and pollution.*

A portion of the project site is within the VE and AE flood hazard area. Improvements in these areas will be limited to non-habitable structures such as beach pavilions, walls, and paths, and none of the improvements will cause a rise in the base flood elevation.

### *Managing Development*

**CZM Objective:** *Improve the development review process, communication, and public participation in the management of coastal resources and hazards.*

The Project has no impact on this CZM objective.

### *Public Participation*

**CZM Objective:** *Stimulate public awareness, education, and participation in coastal management.*

The master plan process involved extensive public participation, including a series of community information meetings, informal stakeholder meetings and interviews, a three-day charrette workshop, and a project web site. The community actively participated in developing the master plan recommendations.

### *Beach Protection*

**CZM Objective:** *Protect beaches for public use and recreation.*

The master plan will protect and enhance the beaches for public use and recreation. Removal of the asphalt runway will allow mauka expansion of the beach area, providing a larger area for public recreation. New picnic pavilions and restrooms will be provided. The existing public access through the Kona Bay Estates will be maintained, and new outdoor showers will be provided by the gymnasium parking lot for beach goers.

### *Marine Resources*

**CZM Objective:** *Promote the protection, use, and development of marine and coastal resources to assure their sustainability.*

As indicated previously, the master plan recommends protecting and preserving the open, undeveloped coastal areas in the northern areas of the site. The construction of bio-basins will have a positive long-term impact on the nearshore environment, by retaining storm water runoff on site. No in-water construction is proposed.

#### 5.2.4 Accessibility Guidelines

Hawai‘i Revised Statutes §103-50 requires all State or County buildings , facilities, and sites to conform to the 2004 Americans with Disabilities Act Accessibility Guidelines, the Federal Fair Housing Amendments Act, and other applicable design standards as adopted and amended by the State’s Disability and Communication Access Board (DCAB). The law further requires all plans and specifications prepared for construction of State of Hawai‘i or County government buildings, facilities, and sites to be reviewed by the DCAB for conformance to those guidelines and standards.

### 5.3 COUNTY OF HAWAI‘I

#### 5.3.1 County General Plan

The 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. Recreational facilities are discussed in two categories: 1) resource-based and facility-based, where resource based facilities are tied to publicly accessible outstanding natural or cultural resources and 2) facility-based facilities provide for organized, spectator or informal play recreational activities not dependent upon a natural resource.

The recreation element notes both resource and facility based recreational facilities are unevenly distributed throughout the island with North Kona, South Kona, South Kohala and Puna having the least amount of county facilities-based parks and beach parks in relation to population. However, it notes that State beach parks within the South Kohala and North Kona districts help to offset some of the deficiencies.

The recreational element also notes recreational programs of the County aim to diversify activities and provide more programs for youth as well as senior citizens.

#### *Recreation Goals and Policies*

The project is in conformance with the following goals and policies of the Recreation element of the General Plan:

#### Element 12. Recreation

##### 12.2 Goals:

- (a) Provide a wide variety of recreational opportunities for the residents and visitors of the county.
- (b) Maintain the natural beauty of recreation areas
- (c) Provide a diversity of environments for active and passive pursuits

### 12.3 Policies:

- (a) Strive to equitably allocate facility-based parks among the districts relative to population, with public input to determine the locations and types of facilities.
- (b) Improve existing public facilities for optimum usage.
- (c) Recreational facilities shall reflect the natural, historic, and cultural character of the area.
- (d) The use of land adjoining recreation areas shall be compatible with community values, physical resources and recreation potential.
- (g) Facilities for compatible multiple uses shall be provided.
- (h) Provide facilities and a broad recreational program for all age groups with special considerations for the handicapped, the elderly and young children.
- (j) Develop local citizen leadership and participation in recreation planning, maintenance, and programming.

The proposed project is consistent with the goals and policies listed above. The plan contains a balanced mixture of resource and facilities-based amenities. The master plan preserves and enhances natural shoreline assets, improves active sports facilities, and proposes a new recreational complex that would serve the needs of the general community, and specifically youth and seniors. The community was actively involved in developing the master plan.

#### *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. The LUPAG designates the entire project site and surrounding areas as "Open," which is consistent with its existing park use.

### 5.3.2 Kona Community Development Plan

The Kona Community Development Plan (CDP) (September 2008) was prepared in compliance with the County of Hawai'i General Plan Section 15.1, which calls for the preparation of community development plans "*to translate the broad General Plan statements into specific actions as they apply to specific geographical areas.*" The Kona CDP was adopted by County Council Ordinance 08 131, effective September 25, 2008.

The Kona CDP area encompasses 800 square miles, and includes the judicial districts of North and South Kona. The purposes of the Kona CDP are:

- Articulate Kona's residents' vision for the planning area
- Guide regional development in accordance with that vision, accommodating future growth while preserving valued assets;

- Provide a feasible infrastructure financing plan to improve existing deficiencies and proactively support the needs of future growth;
- Direct growth to appropriate areas;
- Create a plan of action where government and the people work in partnership to improve the quality of life in Kona for those who live, work and visit;
- Provide a framework for monitoring the progress and effectiveness of the plan and to make changes and update it, if necessary.

### *Vision Statement and Guiding Principles*

Chapter 3 of the Kona CDP provides a vision statement and guiding principles in order to achieve the vision. The proposed master plan is consistent with the Kona CDP's vision statement and guiding principles, particularly guiding principle #4, addressing recreation opportunities. The vision statement is:

***Kona's Future Shall Be:***

*A more sustainable Kona characterized by a deep respect for the culture and the environment and residents that responsively and responsibly accommodate change through an active and collaborative community.*

Guiding Principles:

1. Protect Kona's natural resources and culture.
2. Provide connectivity and transportation choices.
3. Provide housing choices,
- 4. Provide recreation opportunities. Future growth should provide a diversity of recreational opportunities that are well-maintained, attractive, and easily accessible to the entire community.**
5. Direct future growth patterns toward compact villages, preserving Kona's rural, diverse, and historical character.
6. Provide infrastructure and essential facilities concurrent with growth.
7. Encourage a diverse and vibrant economy emphasizing agriculture and sustainable economies.
8. Promote effective governance.

The Kailua Park master plan is intended to provide diverse recreational opportunities which are accessible to the entire community.

### *Goals, Objectives and Policies*

The Kona CDP identifies goals, objectives, policies and actions in eight areas:

- Transportation
- Land use
- Environmental resources
- Cultural Resources
- Housing
- Public Facilities, Infrastructure and Services
- Energy
- Economic Development

The following discusses how the Kailua Park Master Plan relates to each of the eight areas.

#### **Transportation**

One of the CDP's transportation strategies is developing Multi-Modal Transportation, "a network of interconnected bike lanes, trails and sidewalks that provide a healthy and green alternative to automobile use" (Kona CDP, p. 4-6). The master plan's recommendation for a compact, walkable community center, a multi-use bike and pedestrian path around the park, and greenways linking the park to other regional recreational resources support this CDP strategy.

The project area, also known as Maka'eo, is specifically mentioned in the transportation section of the Kona CDP as a possible transit hub.

**Objective TRAN-1, Transportation and Land Use.** To organize growth on a regional level in Kona, growth should be compact and transit-supportive. Compact mixed-use villages along transit routes provide sufficient densities to support transit feasibility and enable people to meet a variety of daily needs within walking distance.

**Policy TRAN-1.6: Kailua or Maka'eo Village as a Transit Hub:** The redevelopment of Kailua shall include a plan to create an intra-Kona transportation service, with Kailua Village or Maka'eo Village as the "hub" or transit center. Buses would operate from Captain Cook to the Kailua or Maka'eo Village hub...

The master plan proposals are compatible with the Kona CDP's concept for a potential transit hub at Maka'eo. The park would be a major activity and recreational node, and the proposed realignment of Makala Boulevard, roundabout, and porte cochere provides a safe and convenient place for bus passenger drop off and pick up.

**Objective TRAN-6, Concurrency.** To manage the timing of growth so as to avoid overloading the arterial system.

**Policy TRAN-6.2: Prioritized Road Improvements.**

Table 4-1 Concurrency Table, in the Transportation section of the Kona CDP (p. 4-24) lists “Maka‘eo Village” as a concurrency zone, with “4B-Kuakini Extension Collector (Kealakehe Parkway to Old Airport)” as a future roadway improvement. This proposal would construct an extension of Kuakini Boulevard between its current terminus near the park and Kealakehe Parkway.

The master plan recommends realignment of Makala Boulevard to a new roundabout and park entrance on Kuakini Highway. From the roundabout, an internal beach access road provides access within the park. These roadway improvements do not preclude future implementation of a Kuakini Highway extension to Kealakehe Parkway by the County or State.

**Environmental resources**

This section of the CDP includes a strategy of “integrating the coastal resources,” which include anchialine ponds, sandy beaches and clear nearshore waters (p. 4-53). The master plan preserves the anchialine ponds on site, and provides an opportunity for community efforts to restore or enhance the ponds. The plan emphasizes preservation of the undeveloped, oceanfront areas of the site as open space for passive enjoyment. Bio-basins landscaped with native plant materials will retain surface runoff and increase on-site water percolation.

**Cultural Resources**

This section of the Kona CDP emphasizes the fundamental relationship between cultural resources and the natural environment, and the need to ensure protection of cultural resources. The intent of the master plan is to respect the cultural significance of the site, particularly the northern areas which are rich with cultural artifacts and burials. The master plan avoids disturbing identified cultural sites, and recommends developing the area around Pawai Bay as a cultural preserve. Specific master plan recommendations include clearing trash, restoring native vegetation and delineating sensitive areas with well-defined walkways and interpretive signage. The recommendations were developed with input from area kupuna.

**Housing**

The master plan does not directly impact the provision of affordable housing in Kona. However, the park provides free, accessible, safe and varied recreational opportunities, which is a critical component of a strong, vibrant community.

**Public Facilities, Infrastructure and Services**

This section addresses County public services, including parks, police, fire solid waste disposal, and social service programs. A stated guiding principle concerns “sense of community and quality of life,” by “encouraging gathering and interaction, by providing lifelong learning opportunities, by building appreciation and respect for nature through trails and parks and other interactive opportunities, by nurturing the soul through art, and cultural activities” (p. 4-99). The

park master plan will clearly enhance quality of life by expanding and improving an important recreational amenity. Development of a youth and senior center will centralize and integrate community services, provide a venue for lifelong learning and cultural activities, and promote social interaction within the community.

The following section of the CDP specifically states its policy for the Old Airport Park:

**Objective PUB-6, Quality of Life.** To foster a sense of community and health through the public realm such as gathering places, parks, pedestrian networks, and open spaces.

**Policy PUB-6.2: Active Recreation Opportunities.** A range of recreational opportunities shall be provided to encourage physical activity and interaction among toddlers, youth, teens, adults, and seniors, including, without limitation the following:

...(c) **District Park (10-30 acres)—Upgrade the Old Airport Park to enhance the playfields, swimming pool, multi-purpose building, courts (Basketball, tennis, volleyball), tot lots, fitness area, pet area, and skateboard area...** (p. 4-114, emphasis added)

### **Energy**

The focus of this section of the CDP is on increased energy efficiency, conservation, and use of renewable energy sources. The Kailua Park Master Plan emphasizes energy sustainability throughout the park. The plan recommends that any new construction or renovation meet Leadership in Energy and Environmental Design (LEED) Silver criteria. Each project phase should investigate use of renewable energies such as wind and solar technologies, and reduction of water use through waterless urinals, dual flush toilets and rainwater catchment systems for non-potable uses. A goal is to eventually utilize R1 recycled water for toilets and park irrigation, once upgrades to the Kealakehe Wastewater Treatment Plant are completed. The asphalt from the runway will be recycled to local construction projects, and the use of local building materials such as stone and gravel will be encouraged. Natural ventilation and lighting will be incorporated into building design.

### **Economic Development**

This section of the CDP focuses on supporting important foundations of Kona's economy and opportunities for economic development. Major economic sectors were identified as tourism, diversified agriculture, forest and ranching, redevelopment needs, and housing. Although the Kailua Park improvements do not directly promote economic development, they have a supportive effect on these efforts. For example, the park will provide an amenity that can be enjoyed by visitors as well as residents, and become a venue for state or nationwide athletic tournaments and events. This indirectly supports the tourism industry. A top economic priority is redevelopment of Kailua Village as the commercial, cultural and visitor center of Kona. Improvement of the nearby Kailua Park supports the overall redevelopment and desirability of Kailua Town as a place to live and visit.

### 5.3.3 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.

As shown in Figure 11, the property is zoned Limited Industrial (ML-20) with a 20,000 square foot (SF) minimum lot size. The industrial zoning is a remnant of the site’s former airport use. According to the County Zoning Code, the park is a permitted use in the ML-20 zoning district.

Section 25-5-142(a)(35), Permitted Uses, allows “*Public Uses and structures, as permitted under section 25-4-11.*” Any use by a government agency, or a privately-operated use provided wholly as “public use,” is a permitted use in every zoning district as long as it complies with the requirement (of the referenced Section 25-4-11) that Plan Approval is first obtained from the Planning Department. It should be noted that “community buildings” that are owned and operated either by the County or privately by a non-profit organization are allowed.

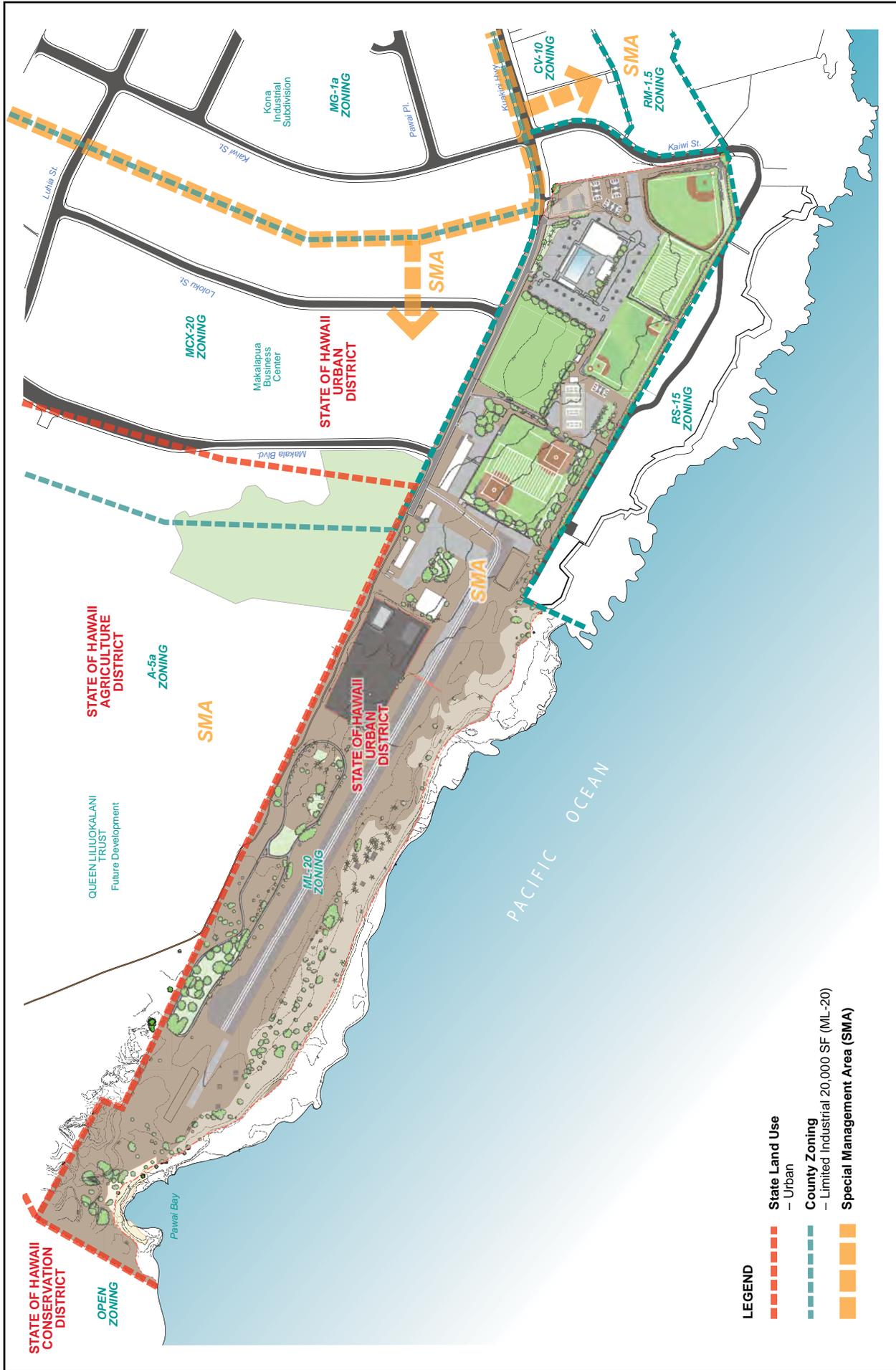
### 5.3.4 Special Management Area

County governments play a crucial role in implementing the Hawai‘i CZM Program by regulating development in geographically designated Special Management Areas (SMA). Through their respective SMA permit systems, the Counties assess and regulate development proposals in the SMA for compliance with the CZM objectives and policies and SMA guidelines set forth in Chapter 205A, Hawai‘i Revised Statutes (HRS).

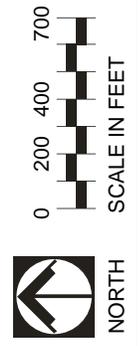
As shown in Figure 11, the Kailua Park site is within Hawai‘i County’s designated Special Management Area, and because the valuation of the proposed improvements will be in excess of \$125,000, a Special Management Area Use Permit from the County will be required. The County’s SMA rules are embodied in Rule 9 of the Planning Commission Rules of Practice and Procedure.

This EA has been prepared in support of the SMA use permit application that will be submitted to the County Planning Department. Section 5.2.3 of this EA, Coastal Zone Management, addressed the project’s conformance with the broad CZM objectives and policies of Chapter 205A, HRS. Section 5.3 of the EA discusses the project’s consistency with the County General Plan, Kona CDP, and zoning. Chapter 4 of the EA discusses the project’s anticipated environmental impacts and proposed mitigation.

The SMA use permit application will be submitted to the Planning Department as soon as the Final Environmental Assessment is approved.



- LEGEND**
- - - State Land Use
    - Urban
  - - - County Zoning
    - Limited Industrial 20,000 SF (ML-20)
  - - - Special Management Area (SMA)



**Figure 11**  
**STATE LAND USE, SMA, ZONING**  
 Kailua Park Master Plan  
 Final Environmental Assessment  
 February 2011

## 5.4 OTHER CONSIDERATIONS

### 5.4.1 Unavoidable Adverse Effects

During construction of the various master plan improvements, there will be noise, dust, and inconvenience to park 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. Detour roads and temporary parking areas will ensure that access will be maintained throughout the park, and that all facilities continue to be available for public use.

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

Energy consumption will be required for construction activities, including demolition and removal of the runway, construction of new roads, ball field areas and buildings. The master plan includes a number of energy saving ideas and recommends their implementation as budgets allow. Such recommendations include use of solar energy to power new facilities, replace the use of electricity to heat the swimming pool, use of energy saving light fixtures to light the tennis courts, capturing rainwater for irrigation, removing the existing airport runway which acts as a heat island, and installing bio-basins to retain and filter runoff from roads and parking lots. In the long term, the intent of the master plan is to decrease energy requirements despite the addition of new recreational facilities and venues.

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

In the short-term, the project will have temporary construction-related impacts on various areas of the park and to a limited extent, on the Kona Bay Estates residential community. Access to certain facilities will be temporarily impacted and park users may be inconvenienced with detour roads, temporary parking areas or closure of fields until construction is completed. When fully implemented, the project will have a long-term positive effect on the environment and provide a valuable community asset.

### 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 road. Natural resources and land will be converted from their present state to park use. In particular, the area around the Events Pavilion will be transformed from an underutilized, industrial appearing area into an expanded community center complex with a youth and senior center, canoe halau and tennis courts.

## 6 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 Hawaii has issued 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 involve the loss or destruction of any natural or cultural resources. The only endangered species identified was a hibiscus plant that is being cultivated in the Maka'e'o community garden. The plan recommends retention of the community garden. There is an anchialine pool on the northern end of the site and two other potential anchialine or wetland areas in the community garden. The master plan recommends preservation and possible enhancement of these natural features.

The project area has been the subject of numerous archaeological surveys. An archaeological literature review and field inspections were conducted to confirm the location of previously identified historic properties on the site. The master plan improvements avoid impacting these known historic properties, and recommends establishment of a cultural preserve to protect sensitive areas. The County is consulting with the State Historic Preservation Division to identify any further cultural resource management work to comply with historic preservation regulations. A Cultural Impact Assessment has been completed. Most of the concerns raised by the consulted parties, such as the need to protect sensitive archaeological and burial areas and the desire to retain open space have been incorporated into the master plan.

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

During construction of the various master plan improvements, the beneficial use of certain areas of the park may be temporarily curtailed. Facilities may be temporarily closed or traffic flow diverted for public safety. However, these impacts will be temporary, and when improvements are completed, recreational opportunities and beneficial uses of the environment will be enhanced. Given the shortage of publicly accessible beach access on the Big Island, the master planned park will ensure that future generations will be given the opportunity to enjoy the park for the long term future.

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 master plan improvements are 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:

- (2) Land, water, mineral, visual, air and other natural resources.
  - (B) Promote irrigation and waste water management practices which conserve and fully utilize vital water resources;
  - (E) Establish and maintain natural area preserves, wildlife preserves, forest reserves, marine preserves, and unique ecological preserves;
  - (F) Maintain an integrated system of state land use planning which coordinates the state and county general plans.
  - (G) Promote the optimal use of solid wastes through programs of waste prevention, energy resource recovery, and recycling so that all our wastes become utilized.
- (3) Flora and fauna.
  - (B) Foster the planting of native as well as other trees, shrubs, and flowering plants compatible to the environment.
- (4) 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;
  - (B) Protect the shorelines of the State from encroachment of artificial improvements, structures, and activities;
  - (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.
- (5) Transportation
  - (A) Encourage transportation systems in harmony with the lifestyle of the people and environment of the State

- (10) Citizen participation.
  - (B) 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 have a very positive effect on the economic and social welfare of the West Hawai'i community, by expanding and enhancing active and passive recreational opportunities. The youth and senior center will be a needed venue for organized activities, programs and services targeting these groups. The park is intended to be a gathering place for families, and will help promote a sense of community among local residents.

5. Substantially affects public health;

The proposed park improvements will have an extremely positive impact on both physical and mental health, by providing more opportunities for indoor and outdoor recreation, exercise, and enjoyment of nature. The proposed community center will provide needed services for youth and seniors in a safe and supportive environment, enhancing both physical and mental health. Park facilities provide a broad range of venues for recreation and exercise for all ages, gender and levels of activity. In addition to the gymnasium, swimming pool and sports fields, other low physical impact recreational opportunities promoting public health include bicycle and walking paths, participation in the Maka'eo walking and jogging path gardens and the horseshoe pits. The enhanced open space and beach areas of the site will be available for passive enjoyment.

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

During periods when of heavy "vog" associated with Kilauea volcano, air quality should be routinely monitored by County DPR staff and coaches, and strenuous active sports may need to be reduced or suspended if National Ambient Air Quality Standard (NAAQS) are exceeded.

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

The project will not induce population changes. Rather, the park improvements are a response to an increase in West Hawai'i's population that has resulted in unmet demand for recreational opportunities. The proposed improvements will increase water, wastewater and electrical demand at the park. This will be mitigated through appropriate infrastructure upgrades, use of energy saving fixtures, and incorporation of sustainable and green concepts wherever possible.

7. Involves a substantial degradation of environmental quality;

Construction-period impacts related to noise and air quality will be temporary and short-term, and will not degrade environmental quality. Implementation of the master plan recommendations

will enhance environmental quality in the long run. Removal of the massive runway will substantially reduce heat gain on the site, provide additional vegetated areas, and improve drainage conditions. The construction of bio-basins will also enhance drainage and reduce storm water runoff. Sensitive archaeological sites will be protected and enhanced. More energy efficient lighting and heating systems are recommended for the existing swimming/ball field/gymnasium complex and new tennis courts.

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

The Kona CDP identifies Kailua Park a “district park,” and specifically recommends improvement and upgrade of its facilities. The Kona CDP also calls for future development of a “regional park” at Kealakehe, to compliment and supplement public recreational facilities. The Kona CDP recommendations represent the County’s commitment to larger actions to improve recreation in the Kona region.

The master plan emphasizes retention and enhancement of the beach front and open areas at Kailua Park. This conserves open space for the long-term future, and could become a catalyst to develop an integrated network of publicly accessible open spaces. For example, linkages could be created to connect Kailua Park to other shoreline areas, as well as to the future regional park at Kealakehe.

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

No rare, threatened or endangered species or its habitat will be impacted by the project. An endangered hibiscus plant (*Hibiscus clayi*) has been planted in the Maka‘eo community garden. Because the master plan recommends retention and expansion of the Maka‘eo Walking and Jogging Path and garden, the project will not have an adverse impact.

Park lighting will comply with County lighting regulations intended to minimize adverse impact to seabirds and nocturnal migrant species, including the Newell’s shearwater. The plan recommends preservation and possible restoration of the anchialine pond(s) on the site, which will have a positive effect on this unique habitat.

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

The project will result in short-term construction period increases in fugitive dust and noise. These impacts are unavoidable, and will be mitigated by compliance with applicable State and County regulations. Once the project is completed, there will be a positive impact on water quality due to the increase in pervious surfaces on the property. There will be no increase in noise adjacent to the Kona Bay Estates, as no changes are proposed for the athletic fields adjacent to the subdivision.

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;

Portions of the project area are within the VE and AE flood zones, special flood hazard areas that would be inundated by a flood with a 1% chance of occurrence in any given year. Structures that may be built in these areas include restrooms, pavilions, paths, and walls. The requirements of Hawai'i County Code Chapter 27, 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 preserve view planes to the ocean for the public to enjoy in the long term future.

13. Requires substantial energy consumption.

The project will not require substantial energy consumption. Energy resources will be consumed during project construction. The proposed improvements such as the youth and senior center, new tennis complex, canoe halau, and newly landscaped areas will increase water, electrical and waste water demand. The County will work with the appropriate utility providers to ensure that adequate service is available to the park. Renewable energy sources such as solar and wind power will be investigated and used whenever possible. Materials such as the demolished runway pavement will be recycled, and green building design will be incorporated in new structures. A recommended goal of the master plan is to build new facilities to LEED Silver rating.

## 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.

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State of Hawai'i, Hawai'i Administrative Rules, §13-37, Old Kona Airport Marine Life Conservation District

State of Hawai'i Department of Health, Wastewater Branch, *Guidelines for the Treatment and Use of Recycled Water*, May 15, 2002

## 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.

<b>Name</b>	<b>Contribution/Specialization</b>
<b>County of Hawai'i, Department of Parks and Recreation</b>	
<i>Robert Fitzgerald</i>	Director, Dept. of Parks & Recreation
<i>James Komata, Park Planner</i>	Project Manager
<b>Kimura International, Inc.</b>	
<i>Glenn T. Kimura</i>	Prime Consultant, Master Plan and Environmental Assessment
<i>Leslie Kurisaki</i>	Principal in Charge
<i>Brandis Ueyama</i>	EA Primary Author
<i>Fletcher Kimura, Ph.D.</i>	Phase I ESA
<i>Fletcher Kimura, Ph.D.</i>	Phase I ESA
<b>Cultural Surveys Hawai'i</b>	
<i>Mindy Simonson</i>	Archaeology
<i>Margaret Magat, Ph.D.</i>	Cultural Impact Assessment
<b>Rana Biological Consulting, Inc.</b>	
<i>Reginald E. David</i>	Avifauna and Mammalian Survey
<b>AECOS Consultants</b>	
<i>Eric Guinther</i>	Botanical Survey
<b>Miyabara &amp; Associates</b>	
<i>Michael Miyabara, FASLA</i>	Landscape Architecture
<b>R.M. Towill, Inc.</b>	
<i>Jason Tateishi, PE</i>	Civil Engineering
<b>ECS, Inc.</b>	
<i>Lennox Nishimura, PE</i>	Electrical Engineering
<i>Garret Masuda, PE</i>	Electrical Engineering
<b>Julian Ng, Inc.</b>	
<i>Julian Ng, PE, PTOE</i>	Traffic Engineering

## 9.2 Organizations Consulted During Preparation of the Draft EA

As part of the early consultation process, the following agencies and organizations were sent pre-assessment letters in September 2009, requesting comments prior to the completion of the Draft Environmental Assessment.

A copy of the letter requesting pre-assessment comments is reproduced after the listing.

### Federal

U.S. Army Corps of Engineers

- Civil Works Technical Branch
- Regulatory Branch

U.S. Fish and Wildlife Service

### State

Department of Land and Natural Resources

- Historic Preservation Division
- Land Division

Department of Health

- Environmental Health
- Disability and Communication Access Board

Office of Hawaiian Affairs

Department of Business, Economic Development and Tourism

Department of Education

### County of Hawai'i

Office of the Mayor

Office of Aging

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

Department of Research and Development

Mass Transit Agency

Utilities

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

9.3 Comments Received During Pre-Assessment Consultation

Letters from the following agencies/department were received during the pre-consultation period, and are reproduced in this chapter. The table below summarizes the agency comments and provides a response. The comment letters are included at the end of this chapter.

Table 9-1: Early Consultation Comments Received

Agency/Organization	Date	Pre-Assessment Consultation Comments	Action/Response
<b>Federal</b>			
U.S. Army Corps of Engineers, Regulatory Branch	September 29, 2009	Recommend DEA identify all water resources on and in vicinity, characterize hydrology and ecology and provide description of ground disturbing activities. Section 10 requires DA permit for work affecting navigable waters; Section 404 requires DA permit for discharge of dredge/fill material into U.S. waters, including jurisdictional wetlands.	EA identifies water resources and potential wetlands (i.e. anchialine ponds). No work affecting navigable waters is proposed. No discharge of dredge/fill material is proposed.
U.S. Department of the Interior, Fish and Wildlife Service	November 20, 2009	Federally threatened green sea turtle and endangered Hawksbill sea turtle have been observed in vicinity; recommend addressing potential impacts and mitigation. Hawaiian hoary bats roost in woody vegetation and leave young unattended; recommend no removal of woody plants above 15 ft during birthing and pup rearing season (May through August). Recommend survey for presence of Blackburn's sphinx moth host plants. Recommend shielded lighting around shoreline. Recommend prohibiting free movement of pets, discourage feeding of feral animals, and provide animal-proof garbage containers. Recommend use of native plants for landscaping.	Information and recommendations are consistent with those provided in the Biological Studies conducted for the EA. No host plants for Blackburn's sphinx moth. Recommendations will be included in EA.
<b>State of Hawai'i</b>			
Department of Land and Natural Resources (DLNR)	October 12, 2009	See comments by various DLNR departments below.	
--Division of Aquatic Resources		No comments	
--Division of Boating & Ocean Recreation		No comments	

Agency/Organization	Date	Pre-Assessment Consultation Comments	Action/Response
--Land Division, Hawai'i District		No comments	
--Office of Conservation & Coastal Lands		No comments	
--Engineering Division		Project site in Flood Zones X, AE and VE; development within Special Flood Hazard Area must comply with National Flood Insurance Program rules and regs.	EA states that development in flood hazard areas must comply with NFIP rules and regs.
--Division of State Parks		On November 16, 2007, Land Board recommended to Governor that Old Kona Airport State Rec area be set aside for County park, with condition that State Parks retain 5-acre portion (which includes old hangar building, mobile office and surroundings) for Kona base yard. Not opposed to relocating but County needs to fund and construct replacement first. Letter sent to Mayor Kenoi on 9/1/09 stating this concern.	Information included in EA and forwarded to County.
--Na Ala Hele Program		Plan depicts alignment identified as Ala Kahakai Trail. Per prior settlement agreement for Old Kona Hawai'i Trails Group v. State of Hawai'i (Civil No. 86-212, Third Circuit Court), the government relinquished its interest in the "Old Hawaiian Trail." In return, owners of Kona Bay Estates lots granted State easements for pedestrian beach access and use of 2-ft walkway parallel to makai boundary of lots. Ala Kahakai Trail alignment shown is not a historic trail alignment, but an easement to walk along a wall .	Information included in EA and forwarded to County. Further efforts regarding Ala Kahakai Trail to be coordinated between County, National Park Service and Kona Bay Estates.
Department of Land and Natural Resources (DLNR), State Historic Preservation Division	October 14, 2009	Area contains numerous burials including under sand makai and north of runway. Certain sections of park designated for permanent preservation, possibility of encountering historic properties when removing runway. Recommend archaeological monitoring during ground altering activities.	SHPD position stated in EA. Archaeological Literature Review & Field Inspection (2009) has been transmitted to SHPD in accordance with Section 6E, awaiting official response.
Office of Hawaiian Affairs	October 8, 2009	DEA should include a Cultural Impact Assessment. If arch inventory survey (AIS) submitted to SHPD, request opportunity to comment on the criteria assigned to cultural or archaeological sites identified within the AIS. Request that if iwi kupuna or Native Hawaiian cultural or traditional deposits found during construction, work will cease and appropriate agencies contacted. Recommend use of native vegetation.	DEA will include Cultural Impact Assessment. OHA will be sent copy of Draft EA and have opportunity to comment.

Agency/Organization	Date	Pre-Assessment Consultation Comments	Action/Response
Department of Education	November 13, 2009	MP identifies athletic facilities including aquatics center, baseball & softball parks, football/soccer field. Request that EA include info about envisioned users.	DEA will explain that no new athletic fields are proposed; users will likely remain the same as at present, or as determined by County Parks policy.
<b>County of Hawai'i</b>			
Department of Environmental Management	October 26, 2009	See comments by solid waste and wastewater divisions below.	
--Solid Waste Division		Project requires solid waste management plan during permitting process. Need to implement recycling program per Mayor's Memorandum on recycling. Dept. of Environmental Management is interested in discussing opportunities to grind green trimmings into mulch for DPR use.	Information included in EA. Master plan proposes recycling program. Comments forwarded to DPR.
--Wastewater Division		Development of Kailua Park presents opportunity to establish effective Effluent Reuse program in Kailua-Kona. Reuse water for park irrigation should be an integral component of master plan.	Future use of recycled water from Kealakehe WWTP recommended in master plan.
Fire Department	September 25, 2009	Provide fire apparatus roads in accordance with UFC Section 10.207, and water supply in accordance with UFS Section 10.301(c).	Project will comply. Comments included in EA.
Planning Department	September 28, 2009	EA should address consistency with Kona Community Development Plan and timeline for submittal of SMA application.	EA addresses consistency with Kona CDP and timeline for SMA application.
Police Department	September 15, 2009	Provide easy police accessibility to all points of the park; include police call boxes throughout park; utilize design and function of amenities to promote crime prevention; ensure park improvements don't negatively affect traffic or pedestrian flow along north extension of Kuakini Highway.	Master plan includes accessibility to all areas of the park. Police call boxes and crime prevention through design will be incorporated during design. No negative impact on traffic/pedestrian flow along Kuakini Highway.
Department of Public Works	September 17, 2009	<ol style="list-style-type: none"> <li>1. Confer with Planning Dept. to ensure Kuakini Hwy. extension complies w/ County General Plan, Kona CDP and Hawai'i Long Range Transportation Plan.</li> <li>2. Kuakini Hwy extension as shown doesn't comply with DPW or State highway standards; appears to be designed as one-</li> </ol>	The proposed roadway extending from the proposed roundabout at the realigned Makala Boulevard is not meant to be an "extension" of Kuakini

Agency/Organization	Date	Pre-Assessment Consultation Comments	Action/Response
		<p>way “park” road as it includes reversed angle pkg and no ROW designated.</p> <p>3. Portions of property within Flood Zones AE and VE. New construction and improvements must comply w/Chapter 27, Flood Plain Mgmt, Hawai‘i County Code. Identify flood zones on site plan exhibits.</p>	<p>Highway. Rather, this is an internal, beach access road. If the County and/or State wishes to extend Kuakini Highway as proposed in the Kona CDP, this can still be done.</p> <p>EA states that development in flood zone AE and VE must comply w/Chapter 27. Potential structures include beach pavilions, paths, walls.</p>
Department of Water Supply	October 13, 2009	Water can be made available from 6-inch waterline within Kuakini Hwy and 8-inch line within Kona Bay Rd. Submit water demand calculations showing total max daily water demand and peak flow generated.	Information included in EA. Further coordination with DWS to be conducted during project design.
Department of Research and Development	October 5, 2009	<p>Encouraging to see a multi-use concept not just regional park for ballplayers. Community center is needed.</p> <ul style="list-style-type: none"> <li>▪ Would center be limited to just seniors and youth?</li> <li>▪ Great need for meeting spaces</li> </ul> <p>Traffic is great concern</p> <ul style="list-style-type: none"> <li>▪ How guaranteed that future road will be developed?</li> <li>▪ Does realigning Makala Blvd. mean new rd and closing existing?</li> </ul> <p>Where would annual Farm Fair be held? Proposed plan is welcomed and will meet the needs of many.</p>	<p>Future use of senior/youth center facilities and continuation of Farm Fair are County park management decisions to be determined by DPR.</p> <p>Proposed realignment of Makala Blvd. would result in closing existing road alignment.</p>
Hawai‘i Electric Light Company, Inc.	November 12, 2009	<p>HELCO has adequate generation to serve project. Capacity of existing substation should be adequate to serve anticipated load. Overhead distribution system along Kuakini Highway adequate, but distribution line upgrade and/or extension and additional switches may be required. Recommend energy efficient and conservation measures.</p>	Information included in EA. Further coordination with HELCO to be conducted during project design.
<b>Other</b>			
Councilmember Kelly Greenwell	October 5, 2009	<p>Final draft plan at charrette included conceptual connection between Kailua Park and Kealakehe Regional Park. Concern this has been omitted in final plan and replaced with road (future); needs to be re-included. Hope planners widen scope and present land use plan to County that incorporates more of surrounding area for broader visioning by</p>	<p>Master plan recommends establishing connection between Kailua Park and Kealakehe Regional Park. Further coordination between</p>

Agency/Organization	Date	Pre-Assessment Consultation Comments	Action/Response
		County. Good planning must consider the future needs of the community.	County and adjacent landowner (Queen Lili'uokalani Trust) is needed to work out this issue.
Megan Mitchell	e-mail dated September 16, 2009	Concern for quality of life issues for surrounding landowners—noise, lights, crowds making noise. Amplified music must be contained. How are acoustics/noise for outside events being addressed? Shoreline should be protected for wildlife and peace for humans. Concern about waste of electricity and water, how being handled? Need to prevent light impacts on telescopes.	EA addresses noise and light impacts. No additional playing fields proposed near Kona Bay Estates. Lighting to comply with County code. Control of amplified music, noise at park are management issues to be determined by DPR. Master plan recommends maintaining shoreline areas in open space.

#### 9.4 Draft EA Comments

The following comments were received during the Draft EA review period from August 23 to September 22, 2010. A summary of the comments received is included in the table below, and copies of the letters are included at the end of this chapter.

Table 9-2: Draft EA Comments Received

Agency/Organization	Date	Draft EA Comments	Action/Responses
<b>Federal Agencies</b>			
Army Corps of Engineers, Civil Works Technical Branch	Letter dtd 8-25-10	Concur with flood zone designations and assessments discussed on pages 4-13 to 4-16 of DEA	Noted
Army Corps of Engineers, Regulatory Branch	Letter dtd 8-15-10	1. Proposed improvements to anchialine pools and/or wetland areas may require Section 404 authorization. 2. Excavation and removal of rocky bottom for construction of a shallow lagoon with a dredged channel will require Section 10 authorization.	1. Per subsequent correspondence with Jessie Paahana, USACE, wetland delineation is required. 2. Acknowledge construction of lagoon will require Section 10/404 authorization.

Agency/ Organization	Date	Draft EA Comments	Action/Responses
Fish and Wildlife Service, Department of the Interior	Letter dtd 9-22-10	<ol style="list-style-type: none"> <li>1. Recommend that woody trees not be disturbed or trimmed during the Hoary bat birthing and pup rearing season, when they are at risk of being harmed or killed if roost site is disturbed.</li> <li>2. Shielding lights minimizes seabird fallout, but does not prevent it from occurring. Therefore, night-time construction should be avoided during each year's peak fallout period (Sept 15 to Dec 15).</li> <li>3. DEA states that all streetlights and facility lighting will be shielded, including athletic field lights that are currently unshielded. Appreciate efforts to reduce the potential for seabird collision with artificial lights.</li> <li>4. Recommend installation of shielded lighting round shoreline development to reduce direct and ambient lighting of beach habitats within and adjacent to the project site. Effective light shields should be completely opaque, sufficiently large, and positioned so that light does not reach the beach.</li> <li>5. DEA should identify other avoidance and minimization measures for nesting and basking sea turtles in the project vicinity. Suggest signage along shoreline to alert pedestrians about human impacts to sea turtles, appropriate turtle viewing guidelines, and information for reporting nesting activities or stranded sea turtles.</li> <li>6. Recommend that feeding of feral cats not be permitted within park boundaries.</li> <li>7. Suggest that free movement of pets (i.e., dogs off leash) be prohibited in the park.</li> <li>8. Recommend the use of sturdy animal-proof garbage containers to reduce attracting non-native and feral species.</li> <li>9. Recommend that any direct or indirect impacts on anchialine pools and/or jurisdictional wetlands be addressed in the FEA, including detailed information on any restoration work that may be planned in and around this sensitive habitat.</li> </ol>	<ol style="list-style-type: none"> <li>1. Added as mitigation.</li> <li>2. No night construction allowed, but there will be night uses of the park (e.g., ball games, special events) year round.</li> <li>3. All newly installed park lighting will be shielded. No specific plans to replace existing field lights with shielded lights, except during normal maintenance life cycle.</li> <li>4. Lighting around shoreline areas will be shielded.</li> <li>5. Signage will be installed. Does USFWS have standard signage to recommend?</li> <li>6. DPR believes presence of feral cats incompatible and undesirable. Given strong public emotions surrounding this issue, DPR will work with cat advocates on a plan to minimize negative impacts of cats on park, with long-term goal of eliminating or significantly reducing feral cat population.</li> <li>7. County Code prevents presence of pets at beach parks, and disallows free movements of dogs off-leash.</li> <li>8. Standard 55-gallon garbage containers will continue to be used.</li> <li>9. FEA to address follow-on discussion with USACE on this issue.</li> </ol>

Agency/ Organization	Date	Draft EA Comments	Action/Responses
		10. Appreciate commitment to using and maintaining native plants in developing Kailua Park.	10. Comment noted.
<b>State Agencies</b>			
Department of Accounting and General Services	Letter dtd 9-16-10	Proposed project does not impact any of the DAGS projects or existing facilities. No comments.	No action required.
Department of Education	Letter dtd 9-7-10	No comments.	No action required.
Department of Hawaiian Home Lands	Letter dtd 9-20-10	Generally support Kailua Park Master Plan because of recreational opportunities for communities  1. Kealakehe-Lai Opua Regional Plan (approved Dec. 2009) requests that land be set aside for a regional park. The proposed regional park and Kailua Park should act as “companion parks” and not duplicate uses.  2. Request consultation with Kaniohale at the Villages of Lai Opua (homestead association) and Lai Opua 2020.	1. County’s plans for future regional park at Kealakehe was recognized and considered.  2. DEA sent to Dora Aio-Leamons, President, Kaniohale at the Villages of Lai Opua and Bo Kahui, Executive Director, Lai Opua 2020
Department of Health, Clean Water Branch	Letter dtd 9-1-10	1. Any project and its potential impact to Stat waters must comply with criteria in HAR, Chapter 11-54.  2. National Pollutant Discharge Elimination System permit may be required for discharge of wastewater  3. NPDES individual permit may be needed for certain types of wastewater or wastewater discharging into Class 1 or Class AA waters  4. DEA indicates that existing site has contaminated or hazardous materials. Ensure that appropriate BMPs are utilized during construction and/or post construction to prevent non-storm water discharges to State waters  5. Section 401 Water Quality Certification is required for any applicant for Federal license or permit (Section 404) to conduct activity which may result in any discharge to navigable waters  6. All discharges related to project construction or operations must comply	Required environmental permits will be obtained as specific facilities are developed.

Agency/ Organization	Date	Draft EA Comments	Action/Responses
		with the State’s Water Quality Standards contained in HAR, Chapter 11-54.	
Dept. of Land & Natural Resources Division of Aquatic Resources	Memo dtd 9-7-10	No comments	No action required.
Department of Land and Natural Resources, Division of State Parks	Letter dtd 9-22-10	<p>Main concerns are the continued use of the existing DLNR base yard and preservation of cultural resources in the park.</p> <p>1. <u>DLNR Base Yard and Office.</u> Agreeable to relocation of this facility within the park, as noted in the master plan, with the understanding that the replacement facility will be provided by the County and coordinated to avoid disruption to DLNR operations.</p> <p>Concur with the long-term plan to eventually relocate the facility outside the park, but only after an alternative location has been found and a new facility is operational.</p> <p>Base yard and offices are more correctly under State Parks, rather than DOCARE, which uses a portion of the hangar for storage (fifth bullet point, page 3-3).</p> <p>2. <u>Cultural Preserve at Pawai Bay.</u> Concur with plans to retain the area around Pawai Bay as a cultural preserve.</p> <p>Concur with plans to minimize development and allow only passive recreation on the makai side of the runway to protect shoreline resources.</p>	<p>1. Comments noted. Edits made in FEA. County will continue to coordinate with DLNR.</p> <p>2. Comment noted.</p>
Dept. of Land & Natural Resources Land Division— Hawaii District	Memo dtd 9-14-10	No comments	No action required.
Dept. of Land & Natural Resources Office of Conservation and Coastal Lands	Memo dtd 9-15-10	No comments	No action required.
Dept. of Transportation	Letter dtd 10-12-10	Queen Ka’ahumanu Highway, a State facility, may be impacted by proposed park activities.	Comments noted.

Agency/ Organization	Date	Draft EA Comments	Action/Responses
		DOT Highways Division has not completed DEA review and may have additional comments.	
<b>County Agencies</b>			
Department of Environmental Management, Wastewater Division	Letter dtd 9-20-10	Revisions to correct and clarify text in DEA, p. 4-37.	Changes made in the FEA
Department of Public Works, Engineering Division	Letter dtd 8-27-10	<ol style="list-style-type: none"> <li>1. Kuakini Highway extension shown on master plan does not comply with DPW or State Highway standards. It appears designed as a one-way “park” road as it includes reversed angle parking stalls and there is no right-of-way designated.</li> <li>2. Portions of the property are within Flood Zones AE and VE as shown on the Flood Insurance Rate map. All construction plans must clearly delineate limits of the flood zones. Any new construction and substantial improvements must comply with Chapter 27, Flood Plain Management of the Hawaii County Code.</li> <li>3. All development generated runoff to be disposed of on site and not directed toward any adjacent properties.</li> <li>4. All earthwork and grading to conform to Chapter 10, Erosion and Sediment Control of the Hawaii County Code.</li> </ol>	<ol style="list-style-type: none"> <li>1. Road is not part of Kuakini Highway, but internal park road.</li> <li>2. Construction plans will comply with flood plain management regulations, and will be submitted to DPW for review and approval.</li> <li>3. All development will provide for on-site run-off disposal.</li> <li>4. All earthwork and grading will conform to the County’s erosion and sediment control regulations.</li> </ol>
Department of Water Supply	Letter dtd 10-12-10	<ol style="list-style-type: none"> <li>1. Total average daily water consumption within the park, based on metered use, is approximately 113,300 GPD, equal to 284 units of water (1 unit = 400 GPD). DEA estimates projected water use at full build out at 203,280 GPD for domestic use and 259, 295 GPD for irrigation—a total of 462,875 GPD or 1,157 units of water.</li> <li>2. Department’s existing water system does not have sufficient capacity to provide for the estimated 462,875 GPD at full build-out. Existing water use within the park is already in excess of current water availability for the area (subject to change) of a maximum of 50 units of</li> </ol>	<ol style="list-style-type: none"> <li>1. Theoretical water use and existing water use are distinct concepts that cannot be compared directly. Rather, the theoretical numbers for existing and proposed use should be compared. It shows that once irrigation is replaced by R-1 water from the wastewater treatment plan, there will actually be a decrease in theoretical water usage. Usage was based on occupancy loads, which is not precise, but sufficient for planning purposes. Once the improvements are designed, theoretical water use can be projected more accurately since the architect would base this number on fixture</li> </ol>

Agency/ Organization	Date	Draft EA Comments	Action/Responses
		<p>water per pre-existing lot of record.</p> <p>3. To provide water from the Department’s water system for the proposed improvements, applicant will be required to make off-site water system improvements, including additional source, storage, and transmission facilities.</p> <p>4. Department requests more detailed estimated water use calculations for the proposed improvements, including proposed phasing, to determine scope of water system improvements required.</p> <p>5. Department also requests more information regarding quantity of reclaimed R-1 wastewater proposed for irrigation of the park.</p>	<p>units instead of occupancy.</p> <p>2. Existing Theoretical Use=114,000 GPD domestic + 228,258 GPD irrigation = 342,258 GPD total Proposed Theoretical Use = 203,280 GPD domestic + 0 GPD irrigation = 203,280 GPD total</p> <p>Therefore, with future irrigation water coming from the wastewater treatment plant (R-1 water) and not from the DWS system, there will be a net <u>decrease</u> in use of 138,978 GPD.</p> <p>3. If future calculations show an increase in theoretical water use, the applicant would be responsible for off-site water improvements.</p> <p>4. Info will be provided to your Department as required when improvements are designed.</p> <p>5. Reclaimed water is expected to satisfy all future irrigation needs of the park.</p>
Fire Department	Letter dtd 8-26-10	<p>1. Fire apparatus access roads shall be provided in accordance with Uniform Fire Code, Section 10.207</p> <p>2. Water supplying fire flow for fire protection shall be in accordance with Uniform Fire Code, Section 10.301(c)</p>	Fire access roads and water supply will meet the requirements specified in the Uniform Fire Code.
Office of the Mayor	Letter dtd 9-16-10	Review the Hawaii County Code and policies in the Parks and Recreation Department regarding pets at beach parks as they relate to a possible dog park at Maka’eo Park. Any changes or the lack of changes in the law should be noted in the FEA.	Clarification provided in FEA. Hawai’i County Code (HCC), Chapter 15, Article 11 recently amended to allow dog parks, but HCC Chapter 4 (Section 4-18) still prohibits animals at <u>beach parks</u> .
Planning Department	Letter dtd 9-13-10	1. Confirm that there will be no work in the shoreline setback area (40 feet from the shoreline). If any work is proposed within the shoreline setback area, is the work expected to be exempt, considered a “minor structure or activity” as defined in Planning Department Rule 11-7, or require a shoreline setback variance.	1. May be minor work done within the shoreline setback area, e.g., clearing rocks, debris and vegetation, walkways, etc. Work will be considered a “minor structure or activity” per Planning Department Rule 11-7. Request for a minor structure or activity determination to be submitted to Planning Department at appropriate time.

Agency/ Organization	Date	Draft EA Comments	Action/Responses
<p>Planning Department, Kona Community Development Plan Action Committee</p>	<p>Letter dtd 9-23-10</p>	<p>DEA was discussed at regularly scheduled meeting held on Sept 22, 2010.</p> <p>Kona CDP Action Committee supports general findings of the DEA.</p> <p>Engagement of the general community and stakeholders in developing the master plan is consistent with Kona CDP goals.</p> <p>Old Airport Park is identified on the official Public Facilities Map, serves as an important community asset, integrates people with valued coastal resources, and is a hub for active recreational activities.</p> <p>Kona CDP Action Committee supports Alternative 2, with following suggestions:</p> <ol style="list-style-type: none"> <li>1. Construction of internal roads, paths, and parking should be prioritized. Multimodal access to the park from all directions, including transit hub and proposed regional park at Kealakehe should be integrated into the design.</li> <li>2. Demolition of the existing runway should be limited to areas outside proposed roads, paths, and parking, leaving pavement in place where practical.</li> <li>3. Extension of Kuakini Hwy to Honokohau Harbor and Kealakehe Parkway is not shown in relation to mauka boundary of park, and is important for access and connection to proposed regional park, civic center, and evolving residential pattern of the district.</li> <li>4. Transit needs to be considered currently and at various construction stages.</li> <li>5. Planning for a greenway connecting Kealakehe Regional Park and Old Airport District Park was important during the park planning process and should continue.</li> <li>6. Relocation of the State and County base yards must be considered in terms of the Executive Order and planning for Kealakehe Regional Park and State lands at Honokohau Harbor. Alternative 2 shows these relocated facilities on adjoining private land, which is</li> </ol>	<p>Implementation of recommendations requires involvement and cooperation of Stat and County agencies, community groups and private landowners. DPR is committed to continue working with these groups to ensure park improvements properly integrated and consistent with broader planning goals for Kona District.</p>

Agency/ Organization	Date	Draft EA Comments	Action/Responses
		<p>inappropriate without prior agreement with that landowner.</p> <p>7. Development of Old Airport District Park should be coordinated with Kealakehe Regional Park and Palamanui District Park to ensure efficient distribution of facilities.</p> <p>8. In the future, a consolidated federal, State, County, and private park administration and public information center could be developed and located in this park, the Honokohau Harbor expansion, Kealakehe Regional Park, or new Civic Center at Kealakehe Park.</p>	
Police Department	Letter dtd 9-1-10	No comments	No action required.
<b>Community Organizations</b>			
Kailua Village Business Improvement District	Letter dtd 9-20-10	<p>1. Support the master plan, which is in line with organizations mission to “create a sustainable community that is a better place to invest, work, live and play.”</p> <p>2. Proposed recreational facilities, new community center, interpretive center, and shared use path will be welcome additions to quality of life for Kona residents.</p> <p>3. Also important to consider “walkability” as part of the EA scope by adding pedestrian and vehicular improvements leading into the park along Kuakini Hwy, between Palani Rd and the formal park entrance. Adding sidewalks, crosswalks, proper lighting, bike lanes and shoulder improvements will add to the entire park experience and promote smart growth principles. Linkage between Historic Kailua Village and Kailua Park is of paramount importance.</p>	DPR concurs with importance of promoting walkable communities with a variety of transportation choices. Plan recommends improving connections between the park and Kailua Village, along Kuakini Highway and through the King Kamehameha’s Kona Beach Hotel parking lot. Shoreline connections in Kohala direction are also proposed.
John Moore	Memo dtd 8-28-10	<p>Recommend that a canoe launch area be included in the master plan. Shoreline park design should prioritize shoreline activities that can only be accomplished at shoreline locations.</p> <p>Master plan includes a canoe halau, a natural extension of the halau is a canoe launch area. Launch area should provide</p>	Master plan identifies a potential launch site makai of the proposed canoe halau complex. There are still unresolved issues and complex environmental considerations. Differing opinions on desirability of canoe launch area require more public discussion. Coordination with DLNR needed to ensure

Agency/ Organization	Date	Draft EA Comments	Action/Responses
		<p>for related activities, including restroom and shower facilities, vehicular access, and user parking. Some pavement exists and there is space for the facilities, but they need to be shown in the master plan.</p> <p>These facilities are needed to relieve congestion of canoe-related activities at the Kailua Pier/Kamakahonu Bay area. They would enable 2-4 existing clubs to relocate. Alleviating congestion would expand canoe and ocean usage and increase safety.</p> <p>Proposed launch ramp area is makai of existing halau area. Construction would involve excavation of the reef to create a cove. Cove also intended as a sheltered beach.</p> <p>Preliminary costs provided.</p> <p>Proposal has been discussed with and is supported by other members of the community.</p>	<p>compatibility with “Old Kona Airport Marine Life Conservation District (MLCD). Separate environmental analysis will be needed to address environmental and regulatory issues.</p> <p>Information you have provided will be included in FEA.</p>
Queen Lili‘uokalani Trust	Letter dtd 9-22-10	<p>1. Trust is willing to work with County for compatible and mutually beneficial interface between its lands and the park.</p> <p>2a. Suggest that re-alignment of Kuakini Hwy adjacent to Kailua Park (p. 5-9). Be consistent with the Kona CDP.</p> <p>2b. Support the development of a transit hub at Maka‘eo (as indicated in Kona CDP) and would like to work with County to create safe, convenient place for passenger drop-off and pick-up.</p> <p>3a. Realignment of Makala Boulevard (proposed in Alternatives 2 and 3) would impact the Trust’s land, and request coordination with the County.</p> <p>3b. Strongly encourage preservation of former airport terminal with distinctive roof style. Original Kona Airport should play a more prominent role in park’s redevelopment.</p> <p>3c. Explain benefits of roundabout (Alternatives 2 and 3) on a regional highway.</p> <p>4a. Establishing and maintaining a cultural preserve at the north end of the park and adjacent to Pawai Bay is</p>	<p>1. Noted</p> <p>2a. Kuakini extension is not part of this master plan. Agree that future extension should be consistent with Kona CDP.</p> <p>2b. Master plan endorses transit hub at park.</p> <p>3a. County will work with Trust.</p> <p>3b. Agree with concept. Pavilion and restroom portion of terminal retained.</p> <p>3c. Roundabout is design focal point to signal arrival at important destination. The affected roadways all function as local streets, not as a regional highway.</p> <p>4a. Noted</p>

Agency/ Organization	Date	Draft EA Comments	Action/Responses
		<p>appropriate.</p> <p>4b. Alternatives inaccurately label Pawai Bay as Papawai.</p> <p>5a. Relocation of County and State base yard facilities is an unresolved issue.</p> <p>5b. Request that Trust land mauka of the park not be shown as a possible relocation site for the base yards (Alternative 2). Suggest base yards be relocated to the proposed regional park in Kealakehe where it can best serve needs of County and State facilities.</p> <p>5c. Alternative 3 proposes a location for a new permanent County base yard (fourth bullet on page 3-8); however, the last bullet under the same alternative indicates that locations for the County and State base yards must be identified outside the project area. Explain inconsistency.</p> <p>6a. Encourage development of a path connection to Kailua Village along Kuakini Hwy and along other possible routes. Would like to see sidewalks on both sides of the road and possible bike route on the makai side of Kuakini Hwy.</p> <p>6b. Improvements to Kuakini Hwy should be made concurrently with park redevelopment. Safety for pedestrians and bicyclists should be a priority.</p> <p>6c. All three alternatives indicate possible shoreline connection referencing conceptual Ala Kahakai Trail alignment. There is no definitive agreement with DLNR Na Ala Hele or the National Park Service allowing the trail to traverse Trust lands. Alternatives 1 and 3 indicate that the Ala Kahakai would be a separate walking trail. Alternative 2 indicates that it should be combined with the multi-use path. Clarify distinction between these concepts.</p> <p>7a. A greenwaste composting center is shown in Alternatives 2 and 3. What is the approximate land area for this function?</p> <p>7b. Suggest consultation with lineal and cultural descendents due to proximity to the cultural preserve.</p>	<p>4b. Corrections made.</p> <p>5a. acknowledge this is unresolved.</p> <p>5b and 5c. Alternatives were intended to be a starting point to generate ideas and discussion during planning process. Parts of each alternative used to generate final preferred plan.</p> <p>6a, 6b and 6c. Plan supports concept of connections. Most of these improvements are beyond scope of this project and further efforts needed to plan and implement them. These are shown on plan because County endorses them and believes they're important.</p> <p>7a. Composting center was shown as 0.75 acres in Alternative 2 and 1.5 acres in Alternative 3. Composting center was eliminated in the final preferred plan.</p> <p>7b. and 8. Lineal and cultural descendents were consulted for Cultural Impact Assessment. Among the recommendations is for the Lui, Kunewa, and Kailiwai 'ohana to be consulted in the handling of family burials or other cultural findings, as well as during the interpretation, restoration and preservation of the cultural resources.</p>

Agency/ Organization	Date	Draft EA Comments	Action/Responses
		<p>8. Archaeological mitigation should include discussions with recognized lineal and cultural descendents.</p> <p>9. Suggest that the traffic impact analysis include traffic information prepared for the Kamakana Villages at Keahuolu project.</p> <p>10. A future roadway connection from the west end of the park to the proposed Kealakehe Regional Park would impact Trust lands and consultation is requested.</p> <p>11. Greenway connections are proposed to connect the future Kealakehe Regional Park to Kailua Park and the beach. Request consultation as greenway connections are developed.</p>	<p>9. EA section has been revised to include 2010 traffic information from Kamakana project.</p> <p>10. This roadway not part of Kailua Park master plan. County will work with trust in future.</p> <p>11. County will work with Trust in the future.</p>
Margie Wolfe	Email dtd 9-6-10	Concerned about homeless cats. Would like plantings, archaeological sites, and feeding/watering stations incorporated in a way that keeps cats out of the way, but easy for feeders to get to. Desirable to spay and neuter existing cats and monitor new abandoned cats.	Presence of feral cats incompatible and undesirable in public park. However, DPR will work with cat advocates on a plan to minimize negative impacts of cats, with long-term goal of eliminating or significantly reducing feral cat population.
Let Us Run Our Dogs (Tania Orol)	Email dtd 9-1-2010	We did amend the leash law and there is a copy on our website, <a href="http://letusrunourdogs.org">letusrunourdogs.org</a> . Please review and let me know if any further information is needed to lock in this dog park. How long are we looking at for any further progress on the project being accepted and when we can expect to be able to start with our part? Realize that DPR has to give ok also.	Hawai'i County Code Chapter 4, Section 4-18 still prohibits dogs at any County <u>beach park</u> . County is recommending "potential dog park" be eliminated from master plan and relocated to future regional park at Kealakehe, which is a more appropriate location.

## Pre-Assessment Consultation Comments



**DEPARTMENT OF THE ARMY**  
U.S. ARMY CORPS OF ENGINEERS, HONOLULU DISTRICT  
FORT SHAFTER, HAWAII 96858-5440

REPLY TO  
ATTENTION OF:

September 29, 2009

Regulatory Branch

File Number: POH-2009-0285

Glenn T. Kimura, President  
Kimura International, Inc.  
1600 Kapiolani Blvd., Suite 1610  
Honolulu, Hawai'i 96814

RECEIVED OCT 01 2009

Dear Mr. Kimura:

This letter is in response to your request, dated September 8, 2009, for our review and early consultation comments for the proposed Kailua Park Master Planning Project located in North Kona, Island of Hawai'i, Hawai'i (TMK 375005007).

We recommend your Draft Environmental Assessment identify all water resources (i.e. streams, wetlands, anchialine ponds) on and in the immediate vicinity of the proposed project site; characterize the hydrology and ecology of those features; provide a detailed description of all ground-disturbing activities associated with the project construction occurring on and in the immediate vicinity of the project site; and provide a cross-section of the proposed work and the existing conditions at the proposed project location.

Section 10 of the Rivers and Harbors Act (RHA) of 1899 requires that a Department of Army (DA) permit be obtained for structures or work in or affecting navigable waters of the U.S. (33 U.S.C. 403). Section 404 of the Clean Water Act (CWA) of 1972 requires that a DA permit be obtained for the discharge (placement) of dredge and/ or fill material into waters of the U.S., including jurisdictional wetlands. The Corps defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions.

If you have any questions, please contact Ms. Meris Bantilan-Smith, of my Regulatory staff at 808-438-7023 or by electronic mail at [Meris.Bantilan-Smith@usace.army.mil](mailto:Meris.Bantilan-Smith@usace.army.mil). Please include File Number POH-2009-285 in any future correspondence regarding this project. Please be advised you can provide comments on your experience with the Corps' Honolulu District Regulatory Branch by accessing our web-based customer survey form at <http://per2.nwp.usace.army.mil/survey.html>.

Sincerely,

George P. Young, P.E.  
Chief, Regulatory Branch



# 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

NOV 20 2009

In Reply Refer To:  
2010-TA-0048

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

RECEIVED NOV 24 2009

Subject: Information for Preparation of draft Environmental Assessment for the Kailua Park Master Planning Project, North Kona, Hawaii

Dear Mr. Kimura:

Thank you for your letter dated October 28, 2009, received October 30, 2009, requesting information for the preparation of a draft Environmental Assessment (DEA) for the Kailua Park (aka Old Airport Park/Makaeo) Master Planning Project. The proposed project is located in North Kona, on the island of Hawaii [TMK: (3) 7-5-005:007, 083]. At build-out, this master planned park will have an active outdoor/indoor sports zone, a new 'community center' zone, and an open space and cultural zone. This project will be located on approximately 117 acres (47 hectares) of land that includes the existing Kailua Park and the former Old Kona Airport State Recreation Area. The proposed project will remove the existing asphalt runway of the Old Kona Airport and replace it with a meandering road and vegetated areas.

We have reviewed the project information you provided and pertinent 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*), the federally threatened green sea turtle (*Chelonia mydas*) and the endangered Hawksbill sea turtle (*Eretmochelys imbricata*) have been observed in the vicinity of the proposed project location. We recommend you address potential project impacts to these listed species and include measures to minimize adverse impacts to these resources in your 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 (4.6-meters) tall will not be removed or trimmed during the bat birthing and pup rearing season (May 15 through August 15).

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IN AMERICA 

The endangered Blackburn's sphinx moth (*Manduca blackburni*) may occur in the project area. The adult moth feeds on nectar from native plants including beach morning glory (*Ipomoea pes-caprae*), iliee (*Plumbago zeylanica*), and maiapilo (*Capparis sandwichiana*), and the larvae feed upon non-native tree tobacco (*Nicotiana glauca*) and the native aiea (*Nothocestrum breviflorum*). All of these species may occur on the project site. We recommend you survey the site for the presence of Blackburn's sphinx moth host plants and if host plants are found, contact our office for further assistance.

Sea turtles come ashore to nest on beaches from May through September, peaking in June and July. Many factors affect the potential survival of these turtles, including the loss or destruction of nesting and basking beaches, predation, and other human activities such as the use of artificial lights. Optimal nesting habitat is a dark beach free of barriers that restrict their movement. We recommend installation of shielded lighting around the shoreline development. This will reduce the direct and ambient lighting of the beach habitats within and adjacent to the project site. Effective light shields should be completely opaque, sufficiently large, and positioned so that light from the shielded source does not reach the beach.

We recommend prohibiting free movement of pets in the proposed Beach Park. Signs should be posted that discourage feeding feral animals in the park. In addition, we recommend providing sturdy animal-proof garbage containers to prevent the invasion of house mice, rats, mongoose, and feral cats to the area.

Hawaii's native ecosystems are heavily impacted by exotic invasive plants. Whenever possible we recommend using native plants for landscaping purposes. If native plants do not meet the landscaping objectives, we recommend choosing species that are thought to have a low risk of becoming invasive. The following websites are good resources to use when choosing landscaping plants: Pacific Island Ecosystems at Risk (<http://www.hear.org/Pier/>), Hawaii-Pacific Weed Risk Assessment ([http://www.botany.hawaii.edu/faculty/daehler/wra/full\\_table.asp](http://www.botany.hawaii.edu/faculty/daehler/wra/full_table.asp)) and Global Compendium of Weeds ([www.hear.org/gcw](http://www.hear.org/gcw)).

Thank you for the opportunity to provide comments related to your DEA. 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](mailto:jeff_zimpfer@fws.gov)).

Sincerely,



for Loyal Mehrhoff  
Field Supervisor

LINDA LINGLE  
GOVERNOR 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

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

October 12, 2009

RECEIVED OCT 16 2009

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

Dear Mr. Kimura:

Subject: Early Consultation for Draft Environmental Assessment for Kailua Park  
(aka Old Airport Park/Maka'eo) Master Planning Project

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 letter pertaining to the subject matter to DLNR Divisions for their review and comment(s), as follows:

Division of Aquatic Resources: No comments.  
Division of Boating & Ocean Recreation: No comments.  
Land Division – Hawaii District: No comments.  
Office of Conservation & Coastal Lands: No comments.

Engineering Division: The project sites, according to the Flood Insurance Rate Map (FIRM), are located in Flood Zones X, AE and VE. The Flood Insurance Program does not have any regulations for developments within Flood Zone X, however; it does regulate developments within Zones AE and VE. The Project must comply with the rules and regulations of the national Flood Insurance program (NFIP) presented in Title 44 of the Code of Federal Regulations (44FR), whenever development within a Special Flood Hazard Area is undertaken. Should you have any questions, please contact the State NFIP Coordinator, Ms. Carol Tyau-Beam, 587-0267. Please be advised that 44CFR indicates the minimum standards set forth by the NFIP. Your Community's local flood ordinance may prove to be more restrictive and thus take precedence over the minimum NFIP standards. If there are questions regarding the local

flood ordinances, please contact Mr. Frank DeMarco at (808) 961-8042 of the County of Hawaii, Department of Public Works.

Division of State Parks: On November 16, 2007, the Land Board approved and recommended to the Governor that the lands at the Old Kona Airport State Recreation Area be set aside to the County of Hawaii for park and recreational purposes. One of the conditions of approval was that State Parks would retain a 5.0 acre portion which included the old hangar building, mobile office, and surrounding area for a Kona sub-unit baseyard.

In the final Master Plan drawing, the existing baseyard is gone, and a temporary State baseyard is indicated. We are not opposed to having a baseyard in a different location, but are in no position to build another. Should the County find a suitable location, and obtain funding to build a permanent baseyard facility then, State Parks would be amenable to relocating. Until such time, State Parks must remain at the existing facility. Enclosed is a copy of our letter to Mayor William P. Kenoi dated September 1, 2009 stating our concerns.

Na Ala Hele Program: The diagram in the Final Master Plan depicts an alignment identified as the Ala Kahakai Trail. Research discloses that as part of a Settlement Agreement under Kona Old Hawaii Trails Group vs. State of Hawaii, et al., Civil No. 86-212, Third Circuit Court, the government relinquished its interest in the "Old Hawaiian Trail". In return, the owners of the lots within Kona Bay Estates, granted to the State of Hawaii easements for Pedestrian Beach Access and the right to use a 2 foot wide walkway that parallels the makai boundaries of those lots. In essence, the public has access to the beach through designated public access points and are able to walk along a concrete masonry wall that runs the length of the Kona Bay Estates Subdivision.

Therefore, the Ala Kahakai Trail depicted in the Final Master Plan prepared by Kimura International, Inc. on behalf of the County of Hawaii, is not a historic trail alignment, but is an easement to walk along a wall. Should you have any questions, please feel free to call Ms. Doris Rowland at 587-0057.

Thank you for the opportunity to comment on your proposed project.

Sincerely,



Laura H. Thielen  
Chairperson

LINDA LINGLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

September 1, 2009

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

RUSSELL Y. TSUJI  
DEPUTY DIRECTOR

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

The Honorable William P. Kenoi, Mayor  
County of Hawaii  
891 Ululani Street  
Hilo, Hawaii 96720-3982

COPY

Dear Mayor Kenoi:

This is in reply to your letter July 29, 2009 regarding Governor's Executive Order No. 3665 for the Kealakehe Wastewater Reclamation Field and North Kona Golf Course.

As you are aware, Executive Order No. 3665 dated July 18, 1995 set aside 193.547 acres at Kealakehe, North Kona to the Department of Public Works, County of Hawaii, for the Kealakehe Wastewater Reclamation Field and North Kona Golf Course. Under the terms and conditions of the executive order and Hawaii Revised Statutes Section 171-11 the County has management control of the lands as long as they are utilized for the purpose described in the executive order. If the county abandons the lands or ceases to utilize them for the specified purpose, the law provides that the lands are to be returned to the inventory of the Department of Land and Natural Resources so that the department and other agencies can assess the best use of the lands. Accordingly, while we acknowledge the county's request to develop another park in lieu of the specified golf course, we must fully evaluate the needs of the department and other state agencies for the lands before recommending any action to the Land Board.

At their meeting of November 16, 2007 the Board of Land and Natural Resources approved the set aside of Old Kona Airport State Recreation Area to the County of Hawaii. One condition of that approval is that the State retain the existing baseyard including approximately 5 acres of land. We recognize that the County is moving ahead to develop a new vision for the park which does not

Mayor William Kenoi

- 2 -

September 1, 2009

include the existing baseyard. We are not opposed to having a baseyard in a different location, but are in no position to build another. Should the County find a suitable location, and funding to build a baseyard facility, we would be amenable to relocating. Until such time, we must remain at the existing facility.

Very truly yours,



LAURA H. THIELEN

COPY

LINDA LINGLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION  
601 KAMOKILA BOULEVARD, ROOM 555  
KAPOLEI, HAWAII 96707

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  
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FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

RECEIVED OCT 16 2009

October 14, 2009

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

LOG NO: 2009.3370  
DOC NO: 0910MD16  
Archaeology

Dear Mr. Kimura:

**SUBJECT: Chapter 6E-8 Historic Preservation Review –  
Request for Comment on a the Kailua Park Master Planning Project/Early  
Consultation for an Environmental Assessment  
Keahuolu & Lanihau 1<sup>st</sup> Ahupua`a, North Kona District, Island of Hawaii  
TMK: (3) 7-5-005:007 & 083**

Thank you for the opportunity to comment on the aforementioned project, which we received on September 10, 2009. This property has also been referred to as the "Old Airport Park" and "Maka`eo" and encompasses 117 acres. As you are no doubt aware this project area contains numerous burials, including underneath the sand makai of the old airport runway and north of the runway. We urge you to have the locations of these areas in mind when designing in particular the northern new road access. Certain sections of the Park are already designated for permanent preservation. Additional concerns that come to mind include the likelihood of encountering historic properties, including burials, when removing the original asphalt runway. Because of these considerations we recommend archaeological monitoring during ground-altering activities at this Park.

An ongoing concern is the periodic exposure of burials due to natural processes along the shoreline. We would like to see a plan for immediate reinterment of remains as part of the Master Plan. If you have questions about this letter please contact Morgan Davis at (808) 933-7650.

Aloha,

A handwritten signature in cursive script that reads "Nancy A. McMahon".

Nancy McMahon, Deputy SHPO/State Archaeologist  
and Historic Preservation Manager  
State Historic Preservation Division

Cc:

Morris M. Atta, DLNR Land Division via email to: [Morris.M.Atta@hawaii.gov](mailto:Morris.M.Atta@hawaii.gov)

Glenn T. Kimura, President  
Kimura International, Inc.  
Page 2 of 2

BJ Leithead Todd, Planning Director  
County of Hawaii Planning Department  
101 Pauahi Street, Suite 3  
Hilo, Hawaii 96720-4224

Warren H.W. Lee, P. E. Director  
County of Hawaii Department of Public Works  
101 Pauahi Street, Suite 7  
Hilo, Hawaii 96720-4224

Analu Josephides, SHPD Cultural Historian, Hawaii Island Section



**STATE OF HAWAII**  
**OFFICE OF HAWAIIAN AFFAIRS**  
711 KAPI'OLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

RECEIVED OCT 19 2009

HRD09/4258B

October 8, 2009

Glenn T. Kimura, President  
Kimura International, Inc.  
1600 Kapi'olani Blvd., Suite 1610  
Honolulu, HI 96814

**RE: Early consultation for the Environmental Assessment for the Kailua Park Master Planning Project, North Kona, Hawai'i, TMK: (3) 7-5-005:007 and 083.**

Aloha e Glenn T. Kimura,

The Office of Hawaiian Affairs (OHA) is in receipt of your letter requesting comments on the above-mentioned project. The County of Hawai'i Department of Parks and Recreation propose a Master Planning Project for the 117-acre Kailua Park, North Kona, Hawai'i. The 20-year plan includes a suite of various park improvements. OHA has reviewed the project and offers the following comments.

The Draft Environmental Assessment should include a Cultural Impact Assessment (CIA), in accordance with Chapter 343 of the Hawaii Revised Statutes (HRS). The CIA should include information relating to the Native Hawaiian practices and beliefs associated with the general area of the project site, and it is recommended that the community be involved in this assessment. Consideration must also be afforded to any individuals accessing the project area for constitutionally protected traditional and customary purposes, in accordance with the Hawai'i State Constitution, Article XII, Section 7.

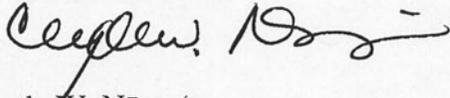
OHA requests clarification whether an archaeological inventory survey for the project will be submitted to the State Historic Preservation Division for review and approval. If so, OHA should be allowed the opportunity to comment on the criteria assigned to any cultural or archaeological sites identified within the archaeological inventory survey. We request the applicant's assurances that should iwi kūpuna or Native Hawaiian cultural or traditional deposits be found during the construction of the project, work will cease, and the appropriate agencies will be contacted pursuant to applicable law.

Glenn T. Kimura  
October 8, 2009  
Page 2

In addition, OHA recommends that the applicant use native vegetation in its landscaping plan for subject parcel. Landscaping with native plants furthers the traditional Hawaiian concept of mālama 'āina and creates a more Hawaiian sense of place.

Thank you for the opportunity to comment, and we look forward to reviewing the Environmental Assessment when it becomes available. If you have further questions, please contact Sterling Wong by phone at (808) 594-0248 or e-mail him at [sterlingw@oha.org](mailto:sterlingw@oha.org).

'O wau iho nō me ka 'oia'i'o,



Clyde W. Nāmu'o  
Administrator

C: OHA Kona CRC Office



STATE OF HAWAII  
DEPARTMENT OF EDUCATION  
P.O. BOX 2360  
HONOLULU, HAWAII 96804

OFFICE OF THE SUPERINTENDENT

RECEIVED NOV 19 2009

November 13, 2009

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

Dear Mr. Kimura:

Subject: Early Consultation on the Kailua Park (aka Old Airport Park/Maka`eo)  
Master Planning Project, TMK (3)-7-5-005:007 & 083

The Department of Education has reviewed your request for early consultation on the Draft Environmental Assessment (EA) for the Kailua Park Master Planning Project.

The Master Plan identifies several athletics facilities, including an aquatics center, baseball and softball parks, a football field, and a soccer/football field. We request that the EA include information about the envisioned users of these facilities.

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

Very truly yours,

*for* Patricia Hamamoto  
Superintendent

PH:jmb

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

William P. Kenoi  
Mayor



Lono A. Tyson  
Director

Ivan M. Torigoe  
Deputy Director

**County of Hawai'i**  
**DEPARTMENT OF ENVIRONMENTAL MANAGEMENT**  
25 Aupuni Street • Hilo, Hawai'i 96720  
(808) 961-8083 • Fax (808) 961-8086  
[http://co.hawaii.hi.us/directory/dir\\_envmng.htm](http://co.hawaii.hi.us/directory/dir_envmng.htm)

RECEIVED OCT 28 2009

October 26, 2009

Mr. Glenn T. Kimura  
President  
KIMURA INTERNATIONAL, INC.  
1600 Kapi'olani Blvd, Suite 1610  
Honolulu, HI 96814

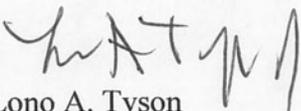
RE: Kailua Park (aka Old Airport Park/Maka'eo) Master Planning Project  
TMK:7-5-005:007 & 083  
North Kona, HI  
Environmental Assessment—Early Consultation

Dear Mr. Kimura,

Our comments on the subject project are enclosed.

Thank you for allowing us to review and comment on this project.

With Regards and Aloha,

  
Lono A. Tyson  
DIRECTOR

enclosures

cc: SWD  
WWD

12082A



## SOLID WASTE DIVISION

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
108 RAILROAD AVENUE - HILO, HAWAII 96720  
(808) 961-8515 - FAX (808) 961-8553

---

### MEMORANDUM

Date: September 11, 2009

To: Lono Tyson, Director

From: Michael Dworsky, SWD Chief

Subject: Early Consultation for EA for Kailua Park (aka Old Airport Park/Maka'eo)  
North Kona District  
TMK: 7-5-005:007 and 083

---

We offer the following comments on the subject project.

#### Solid Waste Division

The project will require submittal of a solid waste management plan during the permitting process through Planning. A copy of the Solid Waste Management Plan Guidelines is on our website. In addition, the Mayor has issued a Memorandum promoting County Recycling programs for county facilities and county employees. Implementing the recycling program as part of the normal operations once the facility is constructed should be addressed as it has social, cultural and community impacts, and economic impacts.

In the Kimura letter of September 09, 2009, they identified that the old existing runway will be replaced by a more defined, meandering road and vegetated area. It was also identified that the northern area of the park will transition into a passive, natural setting. There are currently extensive green trimmings generated from the landscaping that occurs in the Kona area. This valuable resource should not be disposed at the county Landfill. If there are any opportunities to utilize the unprocessed green trimmings by grinding into mulch for utilization by the County of Hawai'i Department of Parks and Recreation (DPR), the Department of Environmental Management would be interested in discussing.



**DEPARTMENT OF ENVIRONMENTAL MANAGEMENT**  
**WASTEWATER DIVISION**

COUNTY OF HAWAII – 108 RAILROAD AVENUE – HILO, HI 96720  
HILO (808) 961-8338 FAX (808) 961-8644

**MEMORANDUM**

October 24, 2009

**To:** Lono Tyson, Director  
Ivan Torigoe, Deputy Director

**From:** L. Hirota, Deputy Division Chief **Lyle Hirota**

Digitally signed by Lyle Hirota  
DN: cn=Lyle Hirota, o=DEM, ou=WWD,  
email=lhirota@co.hawaii.hi.us, c=US  
Date: 2009.10.24 10:45:00 -10'00'

**Subject: Kailua Park (aka Old Airport Park/Maka`eo) Master Planning Project  
TMK 7-5-005:007 and 083, Environmental Assessment – Early Consultation  
North Kona, Hawai`i**

The County of Hawai`i Department of Environmental Management, Wastewater Division (WWD) has reviewed the Early Consultation request and provides the following comments:

Development of the Kailua Park as indicated in the Final Master Plan would provide a golden opportunity to help establish an effective Effluent Reuse program in the Kailua-Kona area.

1. The Kailua Park represents a significant land area (approximately 117 acres), the Master Plan depicts significant greenery which would require significant amounts of irrigation due to the natural climate in the area, and the WWD has an existing easement for the Kealakehe Sewage Pump Station (KSPS) which connects the park to the Kealakehe Wastewater Treatment Plant (KWWTP).
  - a. The approximate distance from the KWWTP to the Kailua Park is 0.95 miles based on the easement path.
  - b. It is noted that the existing reuse line serving the Swing Zone complex is routed via the KSPS easement but is sized only to serve the private facility.
  - c. The Kealakehe Wastewater Treatment Plant Effluent Reuse Master Plan, February 1999 (1999 Effluent Reuse Master Plan) prepared by Brown and Caldwell identified the Kailua Park as a major potential user (3 million gallons (MG) per month or 0.1 MGD) of reuse water based on 25 to 30 acres of irrigated land.
    - Development of the Kailua Park as indicated in the Final Master Plan would significantly increase the irrigation needs for the facility well beyond the previously projected amount.
2. An Effluent Reuse system via the Kailua Park would allow servicing of additional properties in the area.
  - a. Several additional properties in the vicinity (Queen Lili`uokalani Children's Center, Swing Zone, and the Kona Bay Estates) were identified in the 1999 Effluent Reuse Master Plan as potential uses of reuse water for irrigation needs.

- b. Total projected needs for these additional properties at the time of the study was 2.4 MG per month (0.08 MGD)

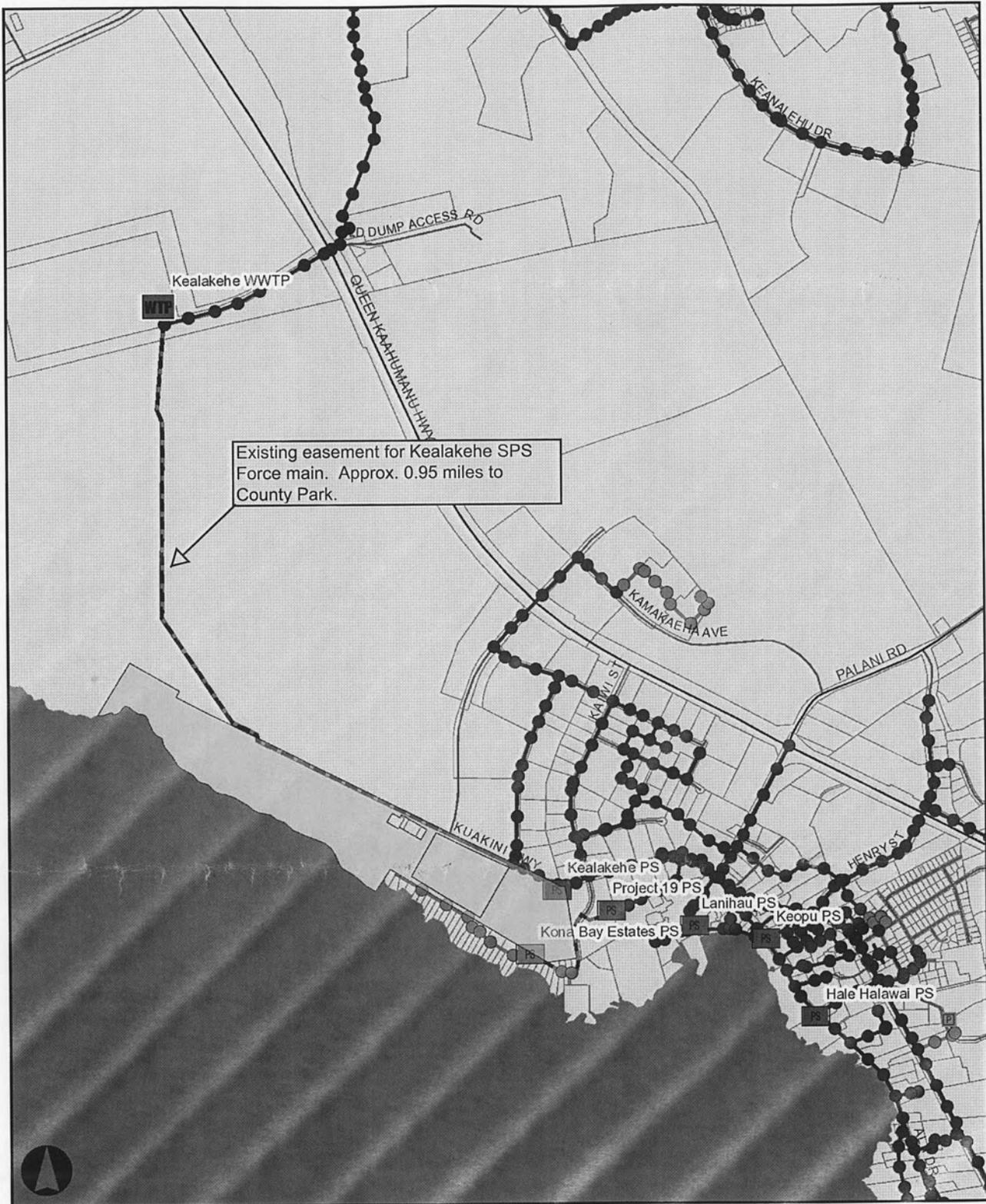
Based on the above, it is strongly recommended that Kimura International, Inc. as well as the Department of Parks and Recreation be advised that reuse water should be an integral component of the Kailua Park Master Plan since use of Reuse Water to irrigate the proposed park would serve to protect the environment as well as potable water resources in the area.

Should there be any comments or questions on the above please contact me at 961-8333 ([lhirota@co.hawaii.hi.us](mailto:lhirota@co.hawaii.hi.us)) or Dora Beck, P.E., Wastewater Division Chief at 961-8513 ([dbeck@co.hawaii.hi.us](mailto:dbeck@co.hawaii.hi.us)).

#### Attachments

cc: Dora Beck, P.E., Division Chief  
Jeffrey Frechtling, CE V  
Peter Ono, Managing Engineer, Brown and Caldwell  
Craig Lekven, Supervising Engineer, Brown and Caldwell

# Map/Results



**William P. Kenoi**  
Mayor



**Darryl J. Oliveira**  
Fire Chief

**Glen P. I. Honda**  
Deputy Fire Chief

**County of Hawai'i**  
**HAWAII FIRE DEPARTMENT**  
25 Aupuni Street • Suite 103 • Hilo, Hawai'i 96720  
(808) 981-8394 • Fax (808) 981-2037

RECEIVED OCT 02 2009

September 25, 2009

Mr. Glenn T. Kimura  
Kimura International Inc.  
1600 Kapiolani Blvd., Suite  
Honolulu, Hawai'i 96814

**SUBJECT:** ENVIRONMENTAL ASSESSMENT – EARLY CONSULTATION  
PROJECT: KAILUA PARK MASTER PLANNING PROJECT  
TMK: (3) 7-5-005:007 & 083

---

In regards to the above-mentioned early consultation Environmental Assessment, the following shall be in accordance:

Fire apparatus access roads shall be in accordance with UFC Section 10.207:

**"Fire Apparatus Access Roads**

**"Sec. 10.207. (a) General.** Fire apparatus access roads shall be provided and maintained in accordance with the provisions of this section.

**"(b) Where Required.** Fire apparatus access roads shall be required for every building hereafter constructed when any portion of an exterior wall of the first story is located more than 150 feet from fire department vehicle access as measured by an unobstructed route around the exterior of the building.

**"EXCEPTIONS:** 1. When buildings are completely protected with an approved automatic fire sprinkler system, the provisions of this section may be modified.

2. When access roadways cannot be installed due to topography, waterways, nonnegotiable grades or other similar conditions, the chief may require additional fire protection as specified in Section 10.301 (b).



"3. When there are not more than two Group R, Division 3 or Group M Occupancies, the requirements of this section may be modified, provided, in the opinion of the chief, fire-fighting or rescue operations would not be impaired.

"More than one fire apparatus road may be required when it is determined by the chief that access by a single road may be impaired by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

"For high-piled combustible storage, see Section 81.109.

"(c) **Width.** The unobstructed width of a fire apparatus access road shall meet the requirements of the appropriate county jurisdiction.

"(d) **Vertical Clearance.** Fire apparatus access roads shall have an unobstructed vertical clearance of not less than 13 feet 6 inches.

**"EXCEPTION:** Upon approval vertical clearance may be reduced, provided such reduction does not impair access by fire apparatus and approved signs are installed and maintained indicating the established vertical clearance.

"(e) **Permissible Modifications.** Vertical clearances or widths required by this section may be increased when, in the opinion of the chief, vertical clearances or widths are not adequate to provide fire apparatus access.

"(f) **Surface.** Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a surface so as to provide all-weather driving capabilities." (20 tons)

"(g) **Turning Radius.** The turning radius of a fire apparatus access road shall be as approved by the chief." (45 feet)

"(h) **Turnarounds.** All dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with approved provisions for the turning around of fire apparatus.

"(i) **Bridges.** When a bridge is required to be used as access under this section, it shall be constructed and maintained in accordance with the applicable sections of the Building Code and using designed live loading sufficient to carry the imposed loads of fire apparatus.

"(j) **Grade.** The gradient for a fire apparatus access road shall not exceed the maximum approved by the chief." (15%)

Glenn T. Kimura  
September 25, 2009  
Page 3

"(k) **Obstruction.** The required width of any fire apparatus access road shall not be obstructed in any manner, including parking of vehicles. Minimum required widths and clearances established under this section shall be maintained at all times.

"(l) **Signs.** When required by the fire chief, approved signs or other approved notices shall be provided and maintained for fire apparatus access roads to identify such roads and prohibit the obstruction thereof or both."

Water supply shall be in accordance with UFC Section 10.301(c):

"(c) **Water Supply.** An approved water supply capable of supplying required fire flow for fire protection shall be provided to all premises upon which buildings or portions of buildings are hereafter constructed, in accordance with the respective county water requirements. There shall be provided, when required by the chief, on-site fire hydrants and mains capable of supplying the required fire flow.

"Water supply may consist of reservoirs, pressure tanks, elevated tanks, water mains or other fixed systems capable of providing the required fire flow.

"The location, number and type of fire hydrants connected to a water supply capable of delivering the required fire flow shall be protected as set forth by the respective county water requirements. All hydrants shall be accessible to the fire department apparatus by roadways meeting the requirements of Section 10.207.

  
DARRYL OLIVEIRA  
Fire Chief

RP:lpc

William P. Kenoi  
Mayor



BJ Leithead Todd  
Planning Director

Margaret K. Masunaga  
Deputy Planning Director

## County of Hawaii

### PLANNING DEPARTMENT

Aupuni Center • 101 Pauahi Street, Suite 3 • Hilo, Hawaii 96720  
Phone (808) 961-8288 • Fax (808) 961-8742

September 28, 2009

RECEIVED OCT 01 2009

Ms Leslie Kurisaki  
Kimura International, Inc.  
1600 Kapiolani Blvd., Suite 1610  
Honolulu, HI. 96814

Dear Ms. Kurisaki:

**Pre-Assessment Consultation  
Request for Comments  
Kailua Park Master Plan  
TMK: (3) 7-5-005:007 & 083**

---

We have the following comments regarding the forthcoming Environmental Assessment for the Kailua Park Master Plan:

1. Please have the EA address the project's consistency with Kona Community Development Plan.
2. Please have the EA address the timeline for submittal of Special Management Area Use Permits Applications

Thank you for the opportunity to comment on the proposed project. Should you have questions, please contact Deanne Bugado of our Kona office at 327-3510.

Sincerely,

  
BJ LEITHEAD TODD  
Planning Director

DEB:deb

K:\Staff\Deanne\Letters\7-5-005-007 & 083 Kailua Park Master Plan Pre-Assessment Consultation Comments.doc

xc: Planning Department, Kona

**William P. Kenoi**  
Mayor



**Harry S. Kubojiri**  
Police Chief

**Paul K. Ferreira**  
Deputy Police Chief

## County of Hawaii

### POLICE DEPARTMENT

349 Kapiolani Street • Hilo, Hawaii 96720-3998  
(808) 935-3311 • Fax (808) 961-8865

September 15, 2009

RECEIVED SEP 18 2009

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

**SUBJECT:** Environmental Assessment – Early Consultation  
Kailua Park (aka “Old Airport Park”/”Maka’eo”)  
Master Planning Project  
North Kona, Hawaii  
TMK: (3) 7-5-005: 007 & 083

Dear Mr. Kimura:

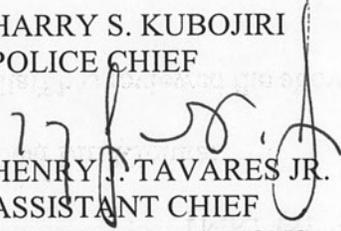
Staff has reviewed the above-mentioned assessment and has the following comments:

- Provide easy police accessibility to all points of the park.
- Strategically place police call boxes throughout the park.
- Utilize design and function of amenities to promote crime prevention.
- Ensure that park improvements do not negatively affect traffic or pedestrian flow along the north extension of Kuakini Highway.

If you have any further questions please contact Chad Basque, Kona District Commander, at 326-4646, extension 249.

Sincerely,

HARRY S. KUBOJIRI  
POLICE CHIEF

  
HENRY J. TAVARES JR.  
ASSISTANT CHIEF  
AREA II OPERATIONS

CB/JD  
RS0900698

William P. Kenoi  
Mayor

William T. Takaba  
Managing Director



Warren H. W. Lee  
Director

**County of Hawai'i**  
**DEPARTMENT OF PUBLIC WORKS**  
Aupuni Center  
101 Pauahi Street, Suite 7 · Hilo, Hawai'i 96720-4224  
(808) 961-8321 · Fax (808) 961-8630  
www.co.hawaii.hi.us

September 17, 2009

RECEIVED SEP 23 2009

Glenn T. Kimura, President  
Kimura International  
1600 Kapiolani Blvd. Suite 1610  
Honolulu, HI 96814

Subject: Kailua Park (aka Old Airport Park/Makaeo) Master Planning Project  
Environmental Assessment –Early Consultation  
North Kona District, Kailua Kona, Hawaii  
TMK: (3) 7-5-005:007 & 083

We reviewed the subject and our comments are as follows:

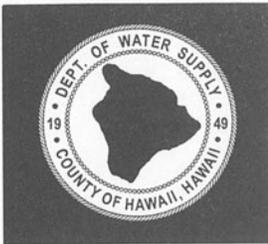
1. Does the Kuakini Highway extension comply with the County General Plan, the Kona Community Development Plan and the Hawaii Long Range Transportation Plan? We recommend conferring with the Planning Department to make a determination.
2. The Kuakini Highway extension as shown on the master plan does not comply with DPW or State Highway standards. It appears to be designed as a one-way "Park" road as it includes reversed angle parking stalls and there is no right-of-way designated.
3. Portions of the property are within Flood Zones AE and VE as shown on the Flood Insurance Rate Map. New construction and substantial improvements must comply with Chapter 27 Flood Plain Management of Hawaii County Code. Please identify the flood zones on the site plan exhibits.

If you have any questions, please contact Kiran Emler of our Kona office at 327-3530.

Galen M. Kuba, Division Chief  
Engineering Division

KE

c: ENG - HILO/KONA  
Planning Director



**DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAI'I**

345 KEKŪANAŌ'A STREET, SUITE 20 • HILO, HAWAI'I 96720

TELEPHONE (808) 961-8050 • FAX (808) 961-8657

October 13, 2009

Mr. Glenn T. Kimura  
Kimura International, Inc.  
1600 Kapiolani Boulevard, Suite 1610  
Honolulu, HI 96814

RECEIVED OCT 15 2009

**PRE-ENVIRONMENTAL ASSESSMENT CONSULTATION  
KAILUA PARK MASTER PLAN  
TAX MAP KEY 7-5-005:007 AND 083**

This is in response to your letter dated September 9, 2009.

Water can be made available from an existing 6-inch waterline within Kuakini Highway and an 8-inch waterline within Kona Bay Road, both fronting the subject parcels.

Before we can effect a water commitment for the proposed Kailua Park improvements, the Department will require that estimated water demand calculations, prepared by a professional engineer licensed in the State of Hawai'i, be submitted for review and approval. The water demand calculations must show the total maximum daily water demand for all new improvements (in gallons per day) as well as the peak flow generated by the new improvements (in gallons per minute).

Upon review and approval of the water demand calculations, the Department will determine whether water can be made available, facilities charges due (subject to change), and any water system improvements required for service.

We will also note that any existing or additional meter(s) that will serve the project must have a reduced pressure type backflow prevention assembly installed within five (5) feet of the meter on private property.

Should there be any questions, please contact Mr. Finn McCall of our Water Resources and Planning Branch at 961-8070, extension 255.

Sincerely yours,

Milton D. Pavao, P.E.  
Manager

FM:dfg

copy - DWS Customer Service Sections (Hilo and Kona)  
DWS Cross Connection Section

William P. Kenoi  
Mayor



Randall M. Kurohara  
Director

**County of Hawaii**  
**DEPARTMENT OF RESEARCH AND DEVELOPMENT**  
25 Aupuni Street, Room 109 • Hilo, Hawaii 96720-4252  
(808) 961-8366 • Fax (808) 935-1205  
E-mail: chresdev@co.hawaii.hi.us

October 5, 2009

Glenn T. Kimura, President  
Kimura International, Inc.  
1600 Kapiolani Blvd., Ste. 1610  
Hilo, Hawai'i 96720

RE: Environmental Assessment – Early Consultation  
Kailua Park (aka Old Airport Park/Maka'eo) Master Planning Project  
North Kona, Hawai'i

Dear Mr. Kimura:

In response to your early solicitation for comments and/or concerns regarding the environmental assessment of the proposed Kailua Park, the following are some points of interest brought to my attention.

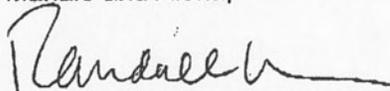
- It is encouraging to see a multi-use concept and not just a regional park for ball players; a welcomed place where locals and tourists may gather for various activities and educational lessons, including performance stage(s) for those to showcase their talents;
- A community center is a definite need.  
Questions/Concerns:
  - 1) Would the community center be limited to just senior citizens and youths?
  - 2) Would the community center include meeting rooms for use by the community and business sectors? There is a great need for meeting spaces in Kona.
- Traffic is a great concern, especially with a multi-use facility and the possibility of numerous activities happening all at once.  
Questions/Concerns:
  - 1) Although the future road is identified, how guaranteed is it that said road will be developed?
  - 2) Does realigning Makala Blvd. mean a new road and closing the existing road?
- With the new Kailua Park plan, where would the annual *Farm Fair* be held?

Glenn T. Kimura, President  
Kimura International, Inc.  
October 5, 2009  
Page 2

The proposed plan is a welcomed sight for West Hawai'i and shall meet the needs of many, including the local population, tourists and the business sector. We look forward to your environmental assessment.

Should you have any questions, please do not hesitate to contact me.

Mahalo and Aloha,



RANDALL M. KUROHARA  
Director

xc: William Takaba, Managing Director, County of Hawai'i



November 12, 2009

RECEIVED DEC 02 2009

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

Gentlemen:

SUBJECT: Draft Environmental Assessment  
Kailua Park (aka Old Airport Park/Maka'eo) Master Planning Project  
North Kona, Hawai'i (TMK: 7-5-005: 007 & 083)

Thank you for the opportunity to comment on the subject's environmental assessment (EA). HELCO will be able to provide electrical service to the proposed development in North Kona. A detailed analysis will be performed after the receipt of the consultant's detailed design drawings and estimated load. The following is a summary of our comments:

1. Generation capacity - HELCO's current system peak load is 198,200kW and our total generation system capability is 271,850kW. Our reserve margin is 37% and has adequate generation to serve the above.
2. Electrical Substation - The area is served by our existing 10.0MVA Kailua electrical substation and a 12,470 volt overhead distribution along Kuakini Highway and a 7,200 volt overhead line on-site. The capacity of our existing substation should be adequate to serve the anticipated load.
3. Electrical Distribution System – The existing 12,470 volt overhead distribution system along Kuakini Highway is adequate to serve the proposed development. However, a distribution line upgrade and/or extension may be required to interconnect the existing distribution system to the on-site development. Also, the installation of 12,470 volt switches may be required. After the development's detailed loading and civil plans are submitted, HELCO will prepare a firm cost for the off-site distribution system to connect to this development.
4. HELCO recommends energy efficient and conservation measures to reduce the maximum electrical demand and energy consumption. The developer may call HELCO's Customer Service department at 935-1171 for questions or details on available programs.

Kimura International, Inc .

Page 2

November 12, 2009

It is encouraged that the developer's electrical consultant open a service request with HELCO Engineering department as soon as practicable to ensure timely electrical facility installation. If you have any questions, please contact myself or Hal Kamigaki at 896-8120.

Sincerely,



Thomas W. Cummins, L.P.L.S.  
Manager, Engineering Department  
Hawaii Electric Light Co., Inc.

TWC:gk

Enclosure

cc: H. Kamigaki  
S. Tomita  
K. Whitener



**KELLY GREENWELL**  
Council Member  
District 8 - North Kona



Phone: (808) 327-3642  
Fax: (808) 329-4786  
Email: [kgreenwell@co.hawaii.hi.us](mailto:kgreenwell@co.hawaii.hi.us)

*Hawai'i County Council  
County of Hawai'i*

*Kailua Trade Center  
75-5706 Hanama Place, Suite 109  
Kailua-Kona, Hawai'i 96740*

RECEIVED OCT 05 2009

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

Dear Glenn,

On the final draft shown at our last meeting (charrette) there was included a conceptual or implied connection between the Kailua Park and the regional park being proposed in Kealakehe.

I am concerned that this idea has been omitted in the final plan and replaced with a road (future).

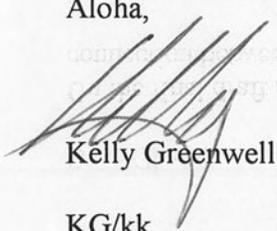
This connect and the implication it projects in involving the Queen Liliokalani Estate is critical to future expansion of the park setting in the area and needs to be re-included.

Further, I would have hoped, as planners, that you would have widened the scope beyond the boundary restraints and presented to the county a land use plan that would have incorporated more of the surrounding area as a basis for broader visioning by the county.

I realize that would have been beyond your assigned mission but good planning must consider the future needs of the community as it expands.

We will discuss this matter further and I will do my best to get you out of the box.

Aloha,



Kelly Greenwell

KG/kk

**Leslie Kurisaki**

---

**From:** Megan Mitchell [meganmmitchell@yahoo.com]  
**Sent:** Wednesday, September 16, 2009 8:49 PM  
**To:** Leslie Kurisaki  
**Subject:** Re: Kailua Park--Pre-Assessment Consultation

Dear Leslie,

Thanks for your email.

I have a concern for quality of life issues for surrounding landowners: noise, lights, crowds making noise.

If a pavilion has rock music/any kind of amplified music - it needs to be contained.

If a shell of any kind for entertainment has been proposed - it should not impact residents. We need our shoreline protected for wildlife and peace for human beings.

I understand that much of this is more appropriately addressed by administrative rules (P & R) but buildings and baffling and generally bringing up the topic for consideration at this stage, if it hasn't been addressed, needs to be addressed.

Amplification needs to be absent in the outside events. How are you addressing the acoustics? Has a specialist been consulted?

Another concern is waste of electricity and water. I know I wasn't present at the meetings - not sure how you are handling these issues. With our telescopes, we need to prevent light from going into the atmosphere, from what I understand.

Thanks for the opportunity to say a few words... I'm sure these have already been thought about.

Aloha,  
Megan Mitchell

--- On Tue, 9/15/09, Leslie Kurisaki <lkurisaki@kimurainternational.com> wrote:

From: Leslie Kurisaki <lkurisaki@kimurainternational.com>  
Subject: Kailua Park--Pre-Assessment Consultation  
To: "Leslie Kurisaki" <lkurisaki@kimurainternational.com>  
Date: Tuesday, September 15, 2009, 8:05 AM

Aloha!

We are currently conducting **Pre-Assessment Consultation** for the forthcoming Draft Environmental Assessment (EA). If you have any input regarding potential environmental

## Draft EA Comments



**DEPARTMENT OF THE ARMY**  
U.S. ARMY CORPS OF ENGINEERS, HONOLULU DISTRICT  
FORT SHAFTER, HAWAII 96858-5440

REPLY TO  
ATTENTION OF: Civil Works Technical Branch/Dobinckick

August 25, 2010

RECEIVED AUG 31 2010

Civil Works Technical Branch

Mr. Glenn T. Kimura  
Kimura International  
1600 Kapiloani Boulevard, Suite 1610  
Honolulu, Hawaii 96814

Dear Mr. Kimura:

Thank you for the opportunity to participate in the early consultation process for the proposed Campbell High School Project, Ewa Beach, Hawaii (TMK 9-1-1: 2).

According to the Flood Insurance Rate Map (FIRM), Panel #15003C0330F dated September 30, 2004, the property is located in Zone D – areas where flood hazards have not been determined.

The documents have been forward to Mr. George Young, Chief, Regulatory Branch for review and comments. They will reply to you under separate cover (telephone: 438-9258).

Should you require additional information, please contact Ms. Jessie Dobinckick of my staff at (808) 438-8876.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon K. Yoshinaga".

Jon K. Yoshinaga, P.E.  
Acting Chief, Civil Works Technical Branch

Enclosures

NFIP

PANEL 0330F

NATIONAL FLOOD INSURANCE PROGRAM

**FIRM**  
**FLOOD INSURANCE RATE MAP**  
CITY AND COUNTY  
OF HONOLULU,  
HAWAII

**PANEL 330 OF 395**

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

<u>COMMUNITY</u>	<u>NUMBER</u>	<u>PANEL</u>	<u>SUFFIX</u>
HONOLULU, CITY AND COUNTY OF	150001	0330	F

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.



**MAP NUMBER**  
**15003C0330F**

**MAP REVISED**  
**SEPTEMBER 30, 2004**

Federal Emergency Management Agency

## LEGEND

### SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

### FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

### OTHER FLOOD AREAS

- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

### OTHER AREAS

- ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D** Areas in which flood hazards are undetermined, but possible.

### COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

### OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Base Flood Elevation line and value; elevation in feet\*
- Base Flood Elevation value where uniform within zone; elevation in feet\*

\*Referenced to the National Geodetic Vertical Datum of 1929

- Cross section line
- Transect line
- Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 1000-meter Universal Transverse Mercator grid tick values, zone 4
- 5000-foot grid tick values: Hawaii State Plane coordinate system, zone 3 (FIPZONE 5103), Transverse Mercator projection
- Bench mark (see explanation in Notes to Users section of this FIRM panel)
- Coastal Mile marker

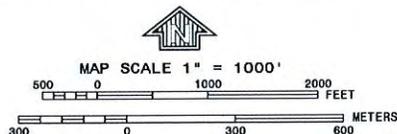
MAP REPOSITORY  
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE  
FLOOD INSURANCE RATE MAP  
November 20, 2000

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL  
September 30, 2004 - to change Special Flood Hazard Areas, to update map format, to reflect revised shoreline and to incorporate previously issued Letters of Map Revision.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.



## NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles, Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

**Coastal Base Flood Elevations** shown on this map apply only landward of 0.0' National Geodetic Vertical Datum of 1929 (NGVD 29). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 4. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the National Geodetic Vertical Datum of 1929. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov/> or contact the National Geodetic at the following address:

Spatial Reference System Division  
National Geodetic Survey, NOAA  
Silver Spring Metro Center  
1315 East-West Highway  
Silver Spring, Maryland 20910  
(301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit their website at <http://www.ngs.noaa.gov/>

**Base map** information shown on this FIRM was provided in digital format by the City and County of Honolulu Department of Planning and Permitting, Honolulu Land Information System (HoLIS), ([www.honolulu.gov/](http://www.honolulu.gov/)). Imagery was derived from U. S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 2001 or later. Street centerlines and surface water features were compiled at a scale of 1:4,800 from orthophotography dated 2001.

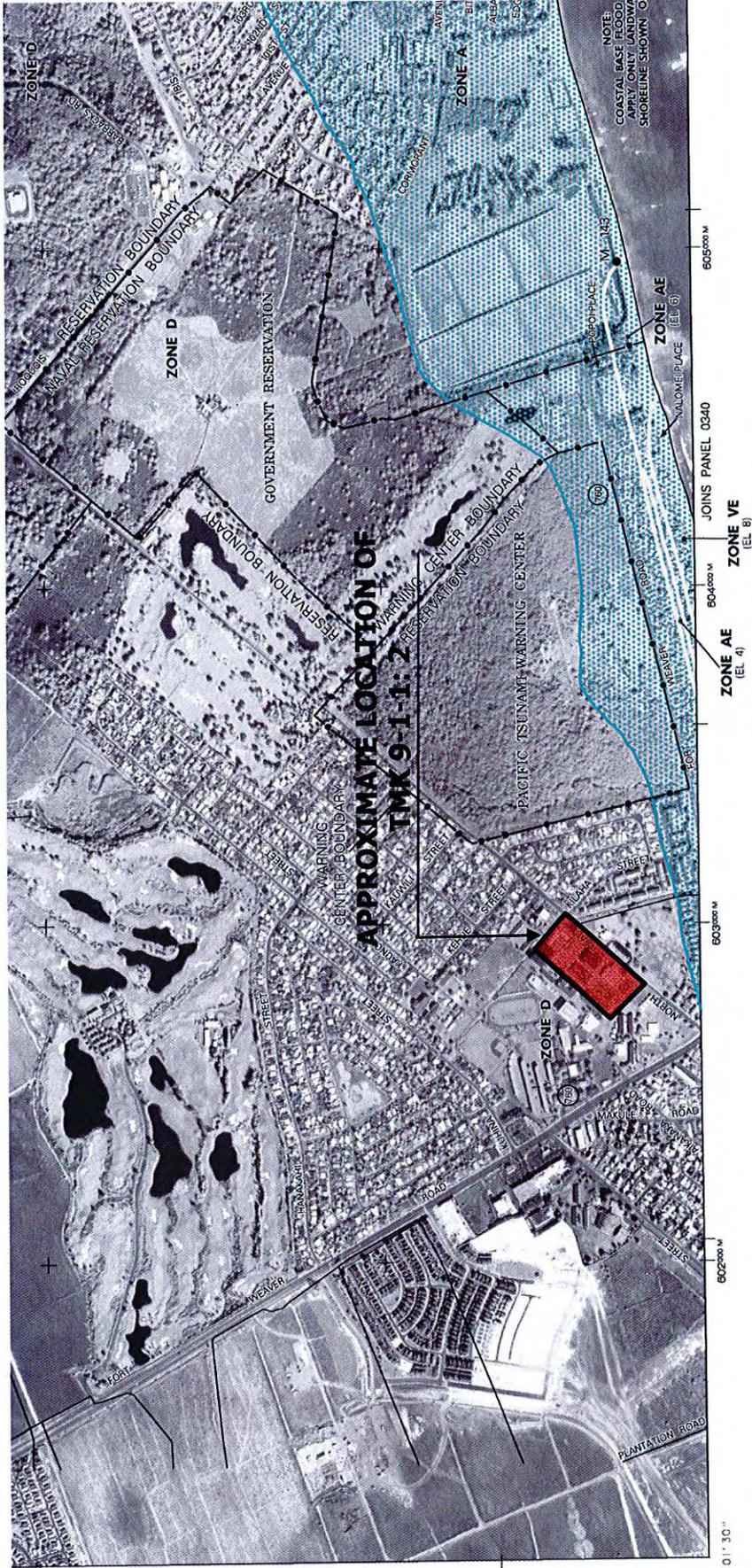
This map reflects more detailed and up-to-date **stream channel and shoreline configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel and shoreline configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

**Corporate limits** shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and their website at <http://www.msc.fema.gov/>

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov/>







KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. Jon K. Yoshinaga, P.E.  
Acting Chief, Civil Works Technical Branch  
Department of the Army  
U.S. Army Corps of Engineers, Honolulu District  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Yoshinaga:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawaii  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter dated August 25, 2010 concurring with the flood zone designations and assessments.

If you have additional comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation



DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, HONOLULU  
FORT SHAFTER, HAWAII 96858-5440

REPLY TO  
ATTENTION OF:

October 15, 2010

Regulatory Branch

File Number POH-2009-00285

County of Hawaii  
Department of Parks and Recreation  
Attention: James Komata  
101 Pauahi Street, Suite 6  
Hilo, Hawaii 96720

RECEIVED OCT 19 2010

Dear Mr. Komata:

We have received your letter dated August 18, 2010 requesting the Department of the Army review and comment on the Draft Environmental Assessment (DEA) for the proposed Kailua Park Master Plan Project at TMK (3) 7-5-005:007 and 083, Kailua-Kona Island of Hawaii, Hawaii. We completed our review of the submitted document pursuant to Section 10 of the Rivers and Harbors Act of 1899 (Section 10) and Section 404 of the Clean Water Act (Section 404).

Section 10 requires that a Department of the Army (DA) permit be obtained from the U.S. Army Corps of Engineers (Corps) prior to undertaking any construction, dredging and other activities occurring in, over, or under navigable waters of the U.S. The line of jurisdiction extends to the Mean High Water Mark (MHW) for tidal waters. Section 404 requires that a DA permit be obtained for the discharge (placement) of dredge and/or fill material into waters of the U.S., including wetlands. The line of jurisdiction extends to the Mean Higher High Water Mark (MHHW) for tidally influenced waters, the Ordinary High Water Mark (OHWM) for non-tidal waters and the approved delineated boundary for wetlands.

We understand from the submitted documents included in the DEA that there are three anchialine pools and/or wetland areas that may be waters of the U.S., subject to Corps jurisdiction. Proposed improvements to the pools resulting in the discharge of fill material into these water bodies may require Section 404 authorization. In addition, the excavation and removal of rocky bottom for construction of a shallow lagoon with a dredged channel will require Section 10 authorization for work in tidally influenced waters of the U.S. therefore, a **DA permit will be required.**

The County of Hawaii should contact the Corps to determine if any of the proposed work constitutes a "discharge of fill" by submitting an application and associated drawings that meet our drawing recommendations found at <http://poh.usace.army.mil/EC-R/EC-R.htm>. The Corps will then review the application to ensure it complies with all necessary federal laws and regulations. Note that if the fill results in the loss of waters of the U.S. and/or associated

functions, the applicant may be required to provide compensatory mitigation for any unavoidable impacts.

Thank you for contacting us regarding this project and providing us with the opportunity to comment. Should you have any questions, please contact Ms. Jessie Pa'ahana at 808.438.0391 or via email at [Jessie.K.Paahana@usace.army.mil](mailto:Jessie.K.Paahana@usace.army.mil). You are encouraged to provide comments on your experience with the Honolulu District Regulatory Branch by accessing our web-based customer survey form at <http://per2.nwp.usace.army.mil/survey.html>.

RECEIVED OCT 19 2004

Sincerely,



George P. Young, P.E.  
Chief, Regulatory Branch

Copy Furnished: Kimura International, Leslie Kurisaki, 1600 Kapiolani Boulevard, Suite 1610, Honolulu, Hawaii 96814



KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. George P. Young, P.E.  
Chief, Regulatory Branch  
Department of the Army  
U.S. Army Engineer District, Honolulu  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Young:

Subject: Draft Environmental Assessment  
Kailua Park (“Old Airport Park” or “Maka‘eo”) Master Plan  
Kailua-Kona, Island of Hawaii  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter to Mr. James Komata of the County of Hawai‘i Department of Parks and Recreation (DPR) dated October 15, 2010 (File No. POH-2009-00285). We acknowledge your comments and provide additional information below.

### **Potential Anchialine Pools**

We acknowledge your comment that three potential anchialine pools and/or wetland areas on the site may be waters of the U.S. subject to Corps jurisdiction; and that proposed improvements to the pools resulting in the discharge of fill material may require Section 404 authorization.

One of the potential anchialine pools/wetlands is located within the Maka‘eo community garden, an area of the park that has been improved and is maintained by Friends for Fitness, a group of community volunteers. In November 2010, representatives of Friends for Fitness and the Kona Rotary Club requested approval from the County Department of Parks and Recreation (DPR) to remove some large boulders from the community garden in order to create a garden pond. The boulders had been placed on the site years ago during construction on an adjacent parcel. Because of your recent October 15 letter, the DPR realized that area and the proposed rock removal could be subject to U.S. Army jurisdiction. We subsequently contacted Ms. Jessie Pa‘ahana of your office, providing photographs and a description of the proposed improvements.

In a November 29, 2010 e-mail, Ms. Pa‘ahana stated that the information provided was insufficient to determine the aquatic resources within the review area, and suggested a wetland delineation (in accordance with the US Army Corps of Engineers Wetland Delineation Manual, 1987) be conducted to confirm the presence or absence of wetlands.

1600 Kapiolani Blvd., Suite 1610  
Honolulu, HI 96814  
Tel: 808 944-8848 • Fax: 808 941-8999

She noted that this additional information was being requested to 1) complete the Corps' determination whether or not these aquatic features are jurisdictional, and 2) determine whether or not the proposed activity will require a DA permit.

Ms. Pa'ahana's response has been passed on to the County DPR and Friends for Fitness, and the community group is currently reevaluating whether and how to proceed with the project. If a decision is made to continue, a wetland delineation of this area will be completed, in consultation with your office. There are no plans to modify any of the other potential anchialine pool/wetland areas on the property.

### **Construction of Shallow Lagoon with Dredged Channel**

We acknowledge your comment that excavation and removal of rocky bottom for construction of a shallow lagoon with a dredged channel will require Section 10 authorization and a DA permit. Although these long-range concepts were included in the park's master plan, they were not within the scope of the recent Environmental Assessment. If construction of a lagoon and dredged channel is pursued in the future, a separate Environmental Assessment for this action will be completed.

Thank you again for your comments. If you have additional comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.

A handwritten signature in black ink, appearing to read "Glenn T. Kimura", with a long horizontal flourish extending to the right.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation



# United States Department of the Interior



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

In Reply Refer To:  
2010-TA-0465

SEP 22 2010

Mr. James Komata  
Park Planner  
County of Hawaii  
Department of Parks and Recreation  
101 Pauahi Street, Suite 6  
Hilo, Hawaii 96720

RECEIVED SEP 24 2010

Subject: Technical Assistance for the Draft Environmental Assessment for Kailua Park  
Master Plan, Hawaii

Dear Mr. Komata:

We are in receipt of your letter, dated August 18, 2010, in which you requested our review on the Draft Environmental Assessment (DEA) for the proposed development of a Master Plan for Kailua Park (aka "Old Airport Park" or "Makaeo") in the County of Hawaii. The DEA identifies Alternative 2 as the 'Preferred Alternative.' The proposed project is located on 117 acres (47 hectares) from the existing Kailua Park and the former Old Kona Airport State Recreation Area in North Kona [TMK: (3)7-5-005:007, 083]. The Master Plan, as completed, will provide a long-range guide for development and use of the property over the next 20+ years. At build-out, this park will have an active outdoor/indoor sports zone, a new 'community center' zone, and an open space and cultural zone. Additionally, the DEA proposes the removal of the existing asphalt runway of the Old Kona Airport and replace it with a meandering road and vegetated areas.

We provided comments during the early development of this project in November 2009 (Service File 2010-TA-0048). In our letter, dated November 20, 2009, we recommend the DEA incorporate measures to reduce impacts to the Hawaiian hoary bat (*Lasiurus cinereus semotus*). You state that in order to avoid impacts to bats, woody vegetation that is 4.5 meters (15 feet) or taller will not be cleared between April 15 and August 15. However, the DEA also noted that vegetation trimming may be conducted. To clarify, we recommend that these woody trees not be disturbed or trimmed during the bat birthing and pup rearing season. During this time, young Hawaiian hoary bat pups, which are incapable of flight, are at a high risk of being harmed or killed if their roost site is disturbed. If, in further development of this project, it is determined that disturbance, trimming, or clearing of vegetation during the bat birthing and pup rearing season cannot be avoided, please contact our office since further consultation may be necessary pursuant to the Endangered Species Act of 1973, as amended.

The DEA identifies that seabirds, including the threatened Newell's shearwater (*Puffinus auricularis newelli*) and endangered Hawaiian petrel (*Pterodroma sandwichensis*) may be impacted by artificial lighting when transiting over the project site. Additionally, a candidate for listing, the band-rumped petrel (*Oceanodroma castro*) may also be impacted. As you stated in the DEA, all associated lights will be shielded during night-time construction activity in order to avoid impacts to protected seabirds. While shielding lights minimizes seabird fallout, it does not prevent it from occurring. Therefore, we recommend that you avoid night-time construction work during each year's peak fallout period (September 15 through December 15). The DEA also states that all streetlights and facility lighting will be shielded, including lights at the athletic field that are currently unshielded. We appreciate your efforts to reduce the potential for collisions of seabirds with artificial lights.

As we stated in our previous comments, our records indicate that the proposed project area has documented habitat for the endangered hawksbill turtle (*Eretmochelys imbricata*) and threatened green turtle (*Chelonia mydas*), collectively referred to as sea turtles. Sea turtles are susceptible to artificial lighting that can disorient turtles away from the ocean. Sea turtles come ashore to nest on beaches from May through September, peaking in June and July. Optimal nesting habitat is a dark beach free of barriers that restrict their movement. Turtle nests and hatchlings are susceptible to human disturbance and predation by feral mammals such as small Indian mongoose (*Herpestes auropunctatus*), cats (*Felis catus*), dogs (*Canis familiaris*), all of which were documented at Park during the biological survey. We recommend installation of shielded lighting around the shoreline development. This will reduce the direct and ambient lighting of the beach habitats within and adjacent to the project site. Effective light shields should be completely opaque, sufficiently large, and positioned so that light from the shielded source does not reach the beach. The DEA should identify other avoidance and minimization measures for nesting and basking sea turtles in the vicinity of your project, particularly those related to human disturbance. We suggest signage along the shoreline to alert pedestrians about human impacts to sea turtles, appropriate turtle viewing guidelines, and information on where to report nesting activity or stranded sea turtles (turtles that are either dead or in distress).

We understand from the DEA that there are currently several feral cat feeding stations located within the project site. We recommend feeding of feral cats not be permitted within Park boundaries. Feral cats are known to have detrimental impacts on sea turtles and on native bird populations, including birds protected under the Migratory Bird Treaty Act [16 U.S.C. 703-712]. Signs should be posted that discourage the feeding of feral animals. Furthermore, we suggest that free movements of pets (*i.e.* dogs off leash) be prohibited in the Park. We also recommend the use of sturdy animal-proof garbage containers that reduce the attraction of the area to non-native and feral species, such as house mice, rats, mongoose, and feral cats.

The DEA identifies three areas on the Park's property that have the potential to be defined as anchialine and/or as jurisdictional wetlands. More than 90 percent of the anchialine pools in Hawaii have been lost to development; therefore, we recommend any direct or indirect impacts, as well as developed mitigation measures, should be addressed in your final EA. This includes detailed information on any restoration work that may be planned in and around this sensitive habitat.

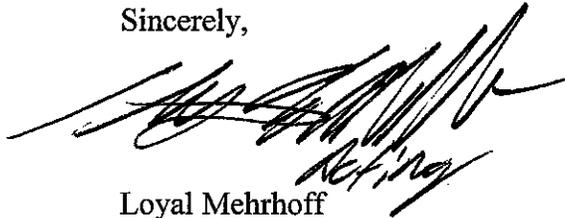
Mr. James Komata

2

You state in the DEA that native plants and trees are to be used for landscaping. As exotic invasive species currently dominate Hawaiian native ecosystems, we appreciate your commitment to using and maintaining native plants in the development of Kailua Park.

We hope this information assists you in developing a comprehensive and thorough final environmental assessment. We appreciate your efforts to conserve listed species. If you have questions about our comments, please contact Michelle Bogardus or Dr. Jeff Zimpfer, Consultation and Habitat Conservation Planning Program (phone: 808-792-9400, fax: 808-792-9581).

Sincerely,

A handwritten signature in black ink, appearing to read 'Loyal Mehrhoff', written over a horizontal line.

Loyal Mehrhoff  
Field Supervisor

cc: Ms. Leslie Kurisaki, Kimura International

Mr. James Komata

2

INTERNAL USE ONLY/DO NOT SEND

Ms. Leslie Kurisaki  
Kimura International  
1600 Kapiolani Boulevard, Suite 1610  
Honolulu, HI 96814

## Leslie Kurisaki

---

**From:** Reginald David [davidr003@hawaii.rr.com]  
**Sent:** Tuesday, September 28, 2010 6:46 AM  
**To:** Leslie Kurisaki  
**Subject:** Kailua Park USFWS Comments

Leslie,

I don't see anything in their response that I don't agree with - I think that as usual they are rather naive as to what the County is likely to be willing or frankly even able to enforce within the new park. The key issues being no perts off leashes, no cat feeding stations etc. It would be great if the County is willing to go that route, but frankly the USFWS can not require that the County adopt all of these recommendations. If you want to discuss further I will be in my office all day.

Aloha  
Reg.

Reginald David  
Rana Biological Consulting, Inc.  
P. O. Box 1371  
Kailua, Kona, Hawaii 96745-1371

329-9141 Phone  
937-0124 Cell  
davidr003@hawaii.rr.com

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KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. Loyal Mehrhoff, Field Supervisor  
U.S. Department of the Interior  
Fish and Wildlife Service  
Pacific Islands, Fish and Wildlife Office  
300 Ala Moana Blvd., Room 3-122  
Box 50088  
Honolulu, Hawaii 96850

Dear Mr. Mehrhoff:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawaii  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter to Mr. James Komata of the County of Hawai'i Department of Parks and Recreation (DPR) dated September 22, 2010 (2010-TA-0465). File No. POH-2009-00285). On behalf of the DPR, our response to each of your comments is provided below.

1. Recommend that woody vegetation not be disturbed or trimmed during the Hawaiian Hoary bat birthing and pup rearing season, when they are at risk of being harmed or killed if roost site is disturbed.

*Response:* As recommended, woody trees will not be disturbed or trimmed during the Hoary bat birthing and pup rearing season, from April 15 to August 15. If, during further development of this project, it is determined that disturbance, trimming or clearing of vegetation during this season cannot be avoided, your office will be contacted for further consultation, if needed.

2. While shielding lights minimizes seabird fallout, it does not prevent it from occurring. Therefore, we recommend you avoid night time construction work during each year's peak fallout period, September 15 through December 15.

*Response:* Night time construction work will not be allowed. However, night time uses at the park (e.g., ballgames, special events) are incorporated into the plan and will occur year round.

3. DEA states that all streetlights and facility lighting will be shielded, including athletic field lights that are currently unshielded. Appreciate efforts to reduce the potential for seabird collision with artificial lights.

*Response:* All newly installed park lighting will be shielded. There are no specific plans to replace existing athletic field lights with shielded lights. However, when fixtures require replacement as part of their normal life cycle, shielded lights will be installed.

4. Recommend installation of shielded lighting around shoreline development to reduce direct and ambient lighting of beach habitats within and adjacent to the project site. Effective light shields should be completely opaque, sufficiently large, and positioned so that light does not reach the beach.

DEA should identify other avoidance and minimization measures for nesting and basking sea turtles in the project vicinity. Suggest signage along shoreline to alert pedestrians about human impacts to sea turtles, appropriate turtle viewing guidelines, and information for reporting nesting activities or stranded sea turtles.

*Response:* Lighting around shoreline areas will be shielded, as requested. Signage will be placed along shoreline to alert pedestrians about appropriate turtle viewing and reporting nesting or stranded turtles. If your office has standard signage to recommend, please share it with the DPR.

5. Recommend that feeding of feral cats not be permitted within park boundaries. Suggest that free movement of pets (i.e., dogs off leash) be prohibited in the park. Recommend the use of sturdy animal-proof garbage containers to reduce attracting non-native and feral species.

*Response:* The DPR believes that the presence of feral cats in the park is incompatible with its use for passive and recreational pursuits, and detracts from the cultural significance of the Pawai Bay area. Moreover, the presence of feral cats in the park presents a public health and sanitation risk and a threat to wildlife.

At the same time, the DPR acknowledges the complexity and the strong public emotions surrounding this issue. As such, the DPR will work with feeders and other cat advocates to come up with a plan to minimize the negative impacts of feral cats on the park, with the long-term goal of eliminating or significantly reducing the feral cat population.

The DPR continues to support current County Code that prevents the presence of pets at beach parks, as well as disallowing the free movement of dogs off-leash.

Standard 55-gallon garbage containers will continue to be used in the park. Trash will be emptied regularly to minimize attracting non-native and feral species.

6. Recommend that any direct or indirect impacts on anchialine pools and/or jurisdictional wetlands be addressed in the FEA, including detailed information on any restoration work that may be planned in and around this sensitive habitat.

*Response:* Since publication of the Draft EA, there has been further discussion with the Army Corps of Engineers regarding a community-initiated effort to clear boulders from the Maka'e'o community garden to create a garden pond. The area is one that was identified as a possible anchialine pool. During a recent consultation, the Army requested that a wetland delineation be prepared for the area. The purpose of the delineation would be to determine whether the area is jurisdictional, and whether or not the proposed rock removal requires a Department of the Army (DA) permit. The FEA will provide more information on this latest correspondence.

7. Appreciate commitment to using and maintaining native plants in developing Kailua Park.

*Response:* Comment noted.

Thank you again for your comments. If you have additional comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.

A handwritten signature in black ink, appearing to read "Glenn T. Kimura", with a long horizontal flourish extending to the right.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

LINDA LINGLE  
GOVERNOR



RUSS K. SAITO  
COMPTROLLER

STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES

(P)1245.0

P.O. BOX 119, HONOLULU, HAWAII 96810-0119

SEP 16 2010

RECEIVED SEP 17 2010

Mr. James Komata, Park Planner  
County of Hawai'i  
Department of Parks and Recreation  
101 Pauahi Street, Suite 6  
Hilo, Hawai'i 96720

Dear Mr. Komata:

Subject: Kailua Park (aka Old Airport Park or Maka'eo) Master Plan

Thank you for the opportunity to provide comments for the subject project. The proposed project does not impact any of the Department of Accounting and General Services' projects or existing facilities, and we have no comments to offer at this time.

If you have any questions please call me at 586-0400, or have your staff call Ms. Chris Kinimaka of the Public Works Division at 586-0499.

Sincerely,

RUSS K. SAITO  
State Comptroller

c: Ms. Leslie Kurasaki, Kimura International



KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. Russ K. Saito, State Comptroller  
State of Hawai'i  
Department of Accounting and General Services  
P.O. Box 119  
Honolulu, Hawai'i 96810-0119

Dear Mr. Saito:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter to Mr. James Komata of the County of Hawai'i Department of Parks and Recreation (DPR) dated September 16, 2010. We note your comment that the project does not impact any DAGS projects or existing facilities.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation



STATE OF HAWAII  
DEPARTMENT OF EDUCATION  
P.O. BOX 2360  
HONOLULU, HAWAII 96804

RECEIVED SEP 09 2010

OFFICE OF THE SUPERINTENDENT

September 7, 2010

Mr. James Komata, Park Planner  
County of Hawai'i  
Department of Parks and Recreation  
101 Pauahi Street, Suite 6  
Hilo, Hawaii 96720

Dear Mr. Komata:

Subject: Draft Environmental Assessment for Kailua Park Master Plan  
TMK (3) 7-5-005:007 and (3) 7-5-005:083, Kailua-Kona, North Kona, Hawaii

The Department of Education (DOE) has reviewed the Draft Environmental Assessment for the Kailua Park Master Plan. The DOE has no comment to offer.

Thank you for the opportunity to comment. If you have any questions, please call Jeremy Kwock of the Facilities Development Branch at (808) 377-8301.

Very truly yours,

A handwritten signature in black ink, appearing to read "KSM", written over a horizontal line.

Kathryn S. Matayoshi  
Interim Superintendent

KSM:jmb

c: Randolph Moore, Assistant Superintendent, OSFSS  
Art Souza, CAS, Honokaa/Kealakehe/Kohala/Konowaena Complex Areas  
✓Leslie Kurisaki, Kimura International



KIMURA INTERNATIONAL INC.

February 7, 2011

Ms. Kathryn S. Matayoshi, Superintendent  
State of Hawai'i  
Department of Education  
P.O. Box 2360  
Honolulu, Hawai'i 96804

Dear Ms. Matayoshi:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter to Mr. James Komata of the County of Hawai'i Department of Parks and Recreation (DPR) dated September 7, 2010. We note that the DOE has no comment to offer.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

LINDA LINGLE  
GOVERNOR  
STATE OF HAWAII



KAULANA H. R. PARK  
CHAIRMAN  
HAWAIIAN HOMES COMMISSION

ANITA S. WONG  
DEPUTY TO THE CHAIRMAN

ROBERT J. HALL  
EXECUTIVE ASSISTANT

STATE OF HAWAII  
DEPARTMENT OF HAWAIIAN HOME LANDS

P.O. BOX 1879  
HONOLULU, HAWAII 96805

September 20, 2010

RECEIVED SEP 28 2010

Ms. Leslie Kurisaki  
Kimura International  
1600 Kapi'olani Blvd., Suite 1610  
Honolulu, HI 96814

Subject: Comments on Draft EA for Kailua Park Master Plan  
Kailua-Kona, Hawai'i, TMK: (3) 7-5-005:007 and (3) 7-5-  
005:083

Aloha Ms. Kurisaki,

Thank you for the opportunity to provide comments on the Draft Environmental Assessment (DEA) for the proposed Kailua Park Master Plan. The Department of Hawaiian Home Lands (DHHL) owns approximately 922 acres in the Kailua-Kona area that includes Honokōhau (200 acres), Keahuolū (150 acres), and Villages of La'i 'Ōpua (572 acres).

As regional 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.

In general, we support the proposed Kailua Park Master Plan because it will provide recreational opportunities for our communities in the region, but please consider the following comments on your proposed project:

1. In the DHHL's Kealakehe-La'i 'Ōpua Regional Plan, updated and approved by the Hawaiian Homes Commission in December 2009, one of the priority projects for this region was to support the amendment to the County of Hawai'i's Executive Order No. 3665 that requested a portion of the land set

aside at Kealakehe to be used for a Regional Park and not for the North Kona Golf Course. Please consider including this potential future Regional Park in your Kailua Park Master Plan. These parks should act as "companion" parks to supplement, not duplicate, each other's uses. Please reference the Kealakehe-La'i 'Ōpua Regional Plan at <http://hawaii.gov/dhhl/publications/regional-plans/hawai-i-regional-plans>

2. Please consult with the following homestead associations and organizations that may have programs that will be directly affected by the proposed project.
  - a. Kaniohale at the Villages of La'i 'Ōpua
  - b. La'i 'Ōpua 2020

We thank you for the opportunity to comment on the project. We will continue, as a surrounding 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  
Hawaiian Homes Commission

Enclosures

Cc: Dora Aio-Leamons, President  
Kaniohale at the Villages of La'i 'Ōpua

Bo Kahui, Executive Director  
La'i 'Ōpua 2020

**Nancy Nishikawa**

**From:** bo kahui [bokahui@yahoo.com]  
**Sent:** Wednesday, December 01, 2010 9:44 PM  
**To:** Dora Aio; Cathy Sawada; Cathy Sawada; Charlie Nahale; Debbie Hecht; Elaine Watai; Elaine Watai; Mapuana Kahanu; RobertFitzgerald; Roy; Sue Aronson; Walter Kunitake; Wanneta Wilson; 'Bo Kahui'; 'Michael Matsukawa'; 'Robert Lindsey'; Byron Moku; HGARVAL; ISAAC SYLVA; Jason KAILUA-KONA HI. Hauanio; Mahealani Pai; Michael Matsukawa; Sam Walker Sr; Herb Maunu; Kapua Baker; Keala Ching; Mark Aiona; Rudy Ai  
**Cc:** 'Nancy Nishikawa'; 'Glenn Kimura'; Leslie Kurisaki  
**Subject:** RE: Kailua Park MP--Draft Environmental Assessment  
**Attachments:** Kailua Park-DHHL\_9-20-2010.pdf

Aloha Kakou,

Attached is a DHHL letter sent to Kimua International regarding the Makaeo- "Old Airport" park redevelopment.

DHHL is asking Kaniohale Community Association (KCA) and Laiopua 2020 to provide our input to the Makaeo Park redevelopment. Please see the attached link to the Kailua Park Master plan

<http://www.kailuaparkplan.com/designcharrette.html>.

The KCA Board address is 74-5100 Haleolono Street Kailua-Kona, 96740

I'm forwarding KCA President-Dora's Aio'-Lemonds contact information to take receipt of the KP- Draft EIS CD to bring this to the KCA Board and requesting Leslie Kurisaki to contact Dora. In addition, Laiopua 2020 is requesting a copy of the CD. I hope that our organizations could submit comments asap.

In addition, I've copied the Kealakehe Regional Park Advisory Committee (KRPAC) this notice with the hope that the KRPAC might comment to the KP-Draft EIS.

Please contact me if any Board members of KCA or L2020 has any questions

Mahalo Nui,

Bo Kahui

--- On **Wed, 12/1/10**, **Leslie Kurisaki** <[lkurisaki@kimurainternational.com](mailto:lkurisaki@kimurainternational.com)> wrote:

From: Leslie Kurisaki <[lkurisaki@kimurainternational.com](mailto:lkurisaki@kimurainternational.com)>  
 Subject: RE: Kailua Park MP--Draft Environmental Assessment  
 To: "bo kahui" <[bokahui@yahoo.com](mailto:bokahui@yahoo.com)>  
 Cc: "Nancy Nishikawa" <[nnishikawa@kimurainternational.com](mailto:nnishikawa@kimurainternational.com)>, "Glenn Kimura" <[glennk@kimurainternational.com](mailto:glennk@kimurainternational.com)>  
 Date: Wednesday, December 1, 2010, 4:06 PM

Aloha, Bo,

We are in the process of finalizing the Draft Environmental Assessment (DEA) for the Kailua Park Master Plan, but wanted to touch base with you regarding a comment letter received from the Dept. of Hawaiian Home Lands (attached).

In their comment #2, DHHL asked us to consult with Kaniohale at the Village of La io 'Opua and with La'I Opua 2020. You were cc'd on this letter as the contact for La'i Opua 2020, and Dora Aio-Leamons was cc'd as the contact for Kaniohale. Of course, you have been very involved with this project all along, so we are confident that we can reassure DHHL that you and your group have been in the loop and are supportive of the project.

12/2/2010

We have not had directly contact with Ms. Aio-Leamons, and are wondering whether we should call her and/or send her a copy of the Draft EA on CD? We are hoping that her group is also aware of the project, the Draft EA was widely publicized. However, we thought we'd check with you, since she was specifically mentioned by DHHL. Please let us know if you think we should contact her individually. If so, please help us with contact info, as none was included in the letter.

Thanks for your ongoing support. Hopefully, the Final EA will be completed soon!

Leslie

*Leslie Kurisaki*

*Kimura International, Inc.*

*1600 Kapiolani Blvd., Suite 1610*

*Honolulu, Hawaii 96814*

*Phone (808) 944-8848*

*Fax (808) 941-8999*

---

**From:** bo kahui [mailto:bokahui@yahoo.com]

**Sent:** Wednesday, April 15, 2009 6:41 PM

**To:** Leslie Kurisaki

**Cc:** Char & Cy Duvauchelle; Dora Aio; Gerard Kalani; Herb Maunu; Herb Maunu; Kapua Baker; Mark Aiona; Rudy Ai; Heidi Hao; HGARVAL; ISAAC SYLVA; Mahealani Pai; Richard J. Taaffe; Robert Lindsey; Robert Lindsey; Wally Lau

**Subject:** Re: Kailua Park MP--Charrette date change 5/16 to 5/18!

Mahalo Leslie for the advance notice.

Laiopua 2020 and the Kaniohale Community Association will attend.

Mahalo,

Bo KAhui,

ED, L2020

12/2/2010

BOD, KCA

--- On Tue, 4/14/09, Leslie Kurisaki <[lkurisaki@kimurainternational.com](mailto:lkurisaki@kimurainternational.com)> wrote:

From: Leslie Kurisaki <[lkurisaki@kimurainternational.com](mailto:lkurisaki@kimurainternational.com)>  
Subject: Kailua Park MP--Charrette date change 5/16 to 5/18!  
To: "'Leslie Kurisaki'" <[lkurisaki@kimurainternational.com](mailto:lkurisaki@kimurainternational.com)>  
Date: Tuesday, April 14, 2009, 11:13 AM

**CHARRETTE DATE CHANGE!!**

Dear Friends,

Please note that the dates for the 3-day Kailua Park Master Plan charrette have been changed to:

**Saturday, May 16, 2009**

**Sunday, May 17**

**Monday, May 18**

The change was made to include a weekend, to make it easier for working people to attend. The event will be at the King Kamehameha's Kona Beach Hotel.

The new dates and a tentative schedule will be posted on the project web site within the next few days.

[www.kailuaparkplan.com](http://www.kailuaparkplan.com)

We apologize for any inconvenience this change may have caused. Please pass the word to your friends and neighbors.

Thank you,



KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. Alapaki Nahale-a  
Hawaiian Homes Commission  
State of Hawai'i  
Department of Hawaiian Home Lands  
P.O. Box 1879  
Honolulu, Hawai'i 96805

Dear Mr. Nahale-a:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

We have received Mr. Kaulana Park's Draft EA comment letter to Mr. James Komata of the County of Hawai'i Department of Parks and Recreation (DPR) dated September 7, 2010. Our responses to your Department's comments are noted below:

1. Kealakehe-Lai Opua Regional Plan (approved Dec. 2009) requests that land be set aside for a regional park. The proposed regional park and Kailua Park should act as "companion parks" and not duplicate uses.

*Response:* The County's plans for a future regional park at Kealakehe were recognized and considered during the Kailua Park master planning process, and the DPR continues to support and advocate this approach. For example, some recreational facilities requested by the community (e.g., additional ballfields, gym and swimming pool), were not included in the master plan, as they would be more appropriate at a future regional park. Kailua Park will supplement and be compatible with a future regional park, and does not duplicate regional park uses.

2. Request consultation with Kaniohale at the Villages of Lai Opua (homestead association) and Lai Opua 2020.

*Response:* Copies of the Draft EA were sent to both organizations for review and comment. In addition, Mr. Bo Kahui, Executive Director of Lai Opua 2020 was very involved throughout the master planning process, and participated in the three-day charrette workshop.

1600 Kapiolani Blvd., Suite 1610  
Honolulu, HI 96814  
Tel: 808 944-8848 • Fax: 808 941-8999

Mr. Alapaki Nahale-a  
February 7, 2011  
Page 2

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.

A handwritten signature in black ink, appearing to read "Glenn T. Kimura", with a long horizontal flourish extending to the right.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation



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

In reply, please refer to:  
EMD / CWB

09006PDCL.10

September 1, 2010

Mr. James Komata  
Park Planner  
Department of Parks and Recreation  
County of Hawaii  
101 Pauahi Street, Suite 6  
Hilo, Hawaii 96720

RECEIVED SEP 04 2010

Dear Mr. Komata:

**SUBJECT: Comments on Draft Environmental Assessment (DEA) for the  
Kailua Park (aka "Old Airport Park") Master Plan  
Kailua-Kona, Island of Hawaii, Hawaii  
TMK: (3) 7-5-005:007 & 083**

The Department of Health (DOH), Clean Water Branch (CWB), acknowledges receipt of your letter, dated August 18, 2010, requesting comments on the subject project. We have reviewed your letter and offer these comments on your project. Please note that our review is based solely on the information provided in your letter and its compliance with 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).

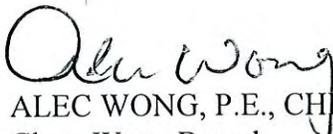
Mr. James Komata  
September 1, 2010  
Page 3

09006PDCL.10

4. The DEA indicates that the existing site has contaminated/hazardous material. Please ensure that appropriate best management practices (BMPs) are utilized during construction and/or post construction to prevent non-storm water discharges to State waters. Non-storm water includes, but is not limited to, storm water that has come into contact with contaminated/hazardous material.
5. The DEA indicates that a Section 404 Department of the Army Permit may be required if improvements affecting wetlands and/or anchialine pools are proposed. Pursuant to Federal Water Pollution Control Act (commonly known as the "Clean Water Act" (CWA)), Paragraph 401(a)(1), a Section 401 Water Quality Certification (WQC) is required for "[a]ny applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may **result** in any discharge into the navigable waters..." (Emphasis added). The term "discharge" is defined in CWA, Subsections 502(16), 502(12), and 502(6); Title 40, Code of Federal Regulations, Section 122.2; and HAR, Chapter 11-54.
6. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 WQC are 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 (808) 586-4309.

Sincerely,

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

DCL:ml

c: DOH-EPO # I-3314 [via email only]  
Ms. Leslie Kurisaki, Kimura International



KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. Alec Wong, P.E., Chief  
Clean Water Branch  
State of Hawai'i  
Department of Health  
P.O. Box 3378  
Honolulu, Hawai'i 96801-3378

Dear Mr. Wong:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter to Mr. James Komata of the County of Hawai'i Department of Parks and Recreation (DPR) dated September 1, 2010.

1. The project will comply with the HAR sections cited, pertaining to antidegradation policy, designated uses and water quality criteria.
2. NPDES permits for the discharge of wastewater, including stormwater runoff or hydrotesting, will be obtained if it involves disturbance of an area equal to or greater than one acre in size.
3. An NPDES individual permit will be obtained if applicable.
4. Appropriate best management practices will be utilized during and post-construction to prevent non-storm water discharges to State waters.
5. A Section 10 or Section 404 Department of the Army permit will be obtained if required. We have been in contact with the Army regarding a possible community-initiated effort involving a potential anchialine pool.
6. Discharges related to project construction or operation will comply with the State's Water Quality Standards.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

1600 Kapiolani Blvd., Suite 1610  
Honolulu, HI 96814  
Tel: 808 944-8848 • Fax: 808 941-8999



## DISABILITY AND COMMUNICATION ACCESS BOARD

919 Ala Moana Boulevard, Room 101 • Honolulu, Hawaii 96814  
Ph. (808) 586-8121 (V/TDD) • Fax (808) 586-8129

January 31, 2011

RECEIVED FEB 02 2011

Mr. James Komata  
Park Planner  
Department of Parks and Recreation  
101 Pauahi Street  
Suite 6  
Hilo, HI 96720

Regarding: Kailua Park (aka Old AirportPark/Maka'eo) Master Planning Project

Dear Mr. Komata,

The Disability and Communication Access Board would like to thank you for the opportunity to review the Kailua Park (aka Old AirportPark/Maka'eo) Master Planning Project which is broken into three (3) activity zones: 1) an active outdoor/indoor sports zone, 2) a new "community center" zone in the central area, and 3) a passive, open space, and a cultural zone in the north. A multi-use pedestrian and bicycle path is also proposed to provide continuous access around and through the park. The purpose of this review is to ensure that this project will take into account accessibility design requirements for persons with disabilities.

The following general statement should be included in the final environmental assessment:

*"All buildings, facilities, and sites shall conform to applicable federal, state, and county accessibility guidelines and standards. Hawaii Revised Statutes §103-50 requires all State of Hawaii or County government buildings, facilities, and sites to be designed and constructed to conform to the 2004 Americans with Disabilities Act Accessibility Guidelines, the Federal Fair Housing Amendments Act, and other applicable design standards as adopted and amended by the Disability and Communication Access Board. The law further requires all plans and specifications prepared for the construction of State of Hawaii or County government buildings, facilities, and sites to be reviewed by the Disability and Communication Access Board for conformance to those guidelines and standards."*

We strongly encourage the use of the following accessibility guidelines, published by the U.S. Access Board. These accessibility guidelines are not yet enforceable by the U.S. Department of Justice under the Americans with Disabilities Act (ADA), nor have they been adopted by state rules under §103-50, Hawaii Revised Statutes. However,

Mr. James Komata  
Park Planner  
Department of Parks and Recreation  
Regarding Kailua Park Master Planning Project  
January 31, 2011  
Page 2

these accessibility guidelines provide guidance for a minimal level of accessibility for those elements not addressed by the enforceable 2004 ADA Accessibility Guidelines:

- Revised Draft Guidelines for Accessible Public Rights-of-Way, published November 23, 2005
- Draft, Final Accessibility Guidelines for Outdoor Developed Areas, published October 19, 2009

The above reflects the Disability and Communication Access Board's advice and recommendations regarding the Kailua Park (aka Old Airport Park/Maka'eo) Master Planning Project.

Should you have any further questions, feel free to contact Mr. Gary Batcheller, Facility Access Specialist at (808) 586-8121.

Sincerely,



FRANCINE WAI  
Executive Director

c: ✓ Glenn Kimura  
President  
Kimura International, Inc.

Leslie Kurisaki  
Senior Planner  
Kimura International, Inc



KIMURA INTERNATIONAL INC.

February 7, 2011

Ms. Francine Wai, Executive Director  
Disability Communication Access Board  
919 Ala Moana Blvd., Room 101  
Honolulu, Hawai'i 96814

Dear Ms. Wai:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter to Mr. James Komata of the County of Hawai'i Department of Parks and Recreation (DPR) dated January 31, 2011.

The statement you cite will be included in Chapter 5 of the Final Environmental Assessment. The County will consider the use of the accessibility guidelines you reference in its park improvements.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

LINDA LINGLE  
GOVERNOR OF HAWAII



Laura H. Thiele  
Chairperson  
Board of Land and Natural Resources  
Commission on Water Resource Management

Russell Y. Tsuji  
First Deputy

Lenore N. Ohye  
Acting 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

DIVISION OF STATE PARKS  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

September 22, 2010

RECEIVED SEP 24 2010

Ms. Leslie Kurisaki  
Kimura International  
1600 Kapiolani Blvd. Suite 1610  
Honolulu, Hawai'i 96814

Dear Ms. Kurisaki:

SUBJECT: Draft Environmental Assessment for Kailua Park  
Applicant: County of Hawai'i, Department of Parks and Recreation  
Kailua-Kona, North Kona, Island of Hawai'i TMK: 7-5-05: 07 and 83

Thank you for the opportunity to review the subject environmental document. As indicated, the transfer to the County of the park previously under the jurisdiction of the Department of Land and Natural Resources, Division of State Parks was approved by the Board of Land and Natural Resources in 2007. Our main concerns in reviewing the master plan and DEA are the continued use of the existing DLNR baseyard and the preservation of the cultural resources in the park.

DLNR Baseyard and Office

We believe that the statements in Section 1.4.1 (page 1-10) accurately reflect the County's commitment to allow DLNR to retain the use of a 5-acre area in the park for a baseyard facility that will serve the State Parks in the Kona area. We note the relocation of this facility in the master plan and are agreeable to the relocation within the park with the understanding the replacement facility will be provided by the County and coordinated to avoid any disruption to DLNR operations. We concur with the long-range plan to eventually relocate the facility outside the park but only once an alternative location has been found and a new facility is operational.

Please note on page 3-3 (5<sup>th</sup> bullet point) that the baseyard and offices are more correctly under State Parks. DOCARE uses a portion of the hangar for storage.

Cultural Preserve at Pawai Bay

We concur with plans to retain the area around Pawai Bay as a cultural preserve as previously proposed by State Parks. We also concur with plans to minimize development and allow only passive recreation on the *makai* side of the runway to protect the resources along the shoreline.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Daniel S. Quinn".

DANIEL S. QUINN  
State Parks Administrator

cc: Land Division



KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. Daniel S. Quinn, State Parks Administrator  
State of Hawai'i  
Department of Land and Natural Resources  
P.O. Box 621  
Honolulu, Hawai'i 96809

Dear Mr. Quinn:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter dated September 22, 2010.

#### **DLNR Baseyard and Office**

We note your concurrence with the plan's recommendation to relocate the State Parks baseyard facility outside the park once an alternative location has been found and the new facility is operational. The 5<sup>th</sup> bullet point on p. 3-3 will be modified as noted.

#### **Cultural Preserve and Pawai Bay**

We note your concurrence with the plan to retain the area around Pawai Bay as a cultural preserve and to allow only passive recreation on the makai side of the runway.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

1600 Kapiolani Blvd., Suite 1610  
Honolulu, HI 96814  
Tel: 808 944-8848 • Fax: 808 941-8999

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

September 22, 2010

County of Hawaii  
Department of Parks and Recreation  
101 Pauahi Street Suite 6  
Hilo, Hawaii 96720

Attention: Mr. James Komata, Park Planner

Ladies and Gentlemen:

Subject: Draft Environmental Assessment for Kailua Park (aka "Old Airport Park" or Maka'eo") Master Plan

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 Aquatic Resources, Land Division-Hawaii, Office of Conservation & Coastal Lands, the Department of Land and Natural Resources has no other comments to offer on the subject matter. Historic Preservation and the Division of State Parks will be submitting comments through a separate letter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Morris M. Atta".

Morris M. Atta  
Acting Administrator

Cc: Kimura International

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  
LAND DIVISION  
2010 SEP 15 P 3:16  
DEPARTMENT OF LAND & NATURAL RESOURCES  
STATE OF HAWAII

HA-4-42

August 31, 2010

MEMORANDUM

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

RECEIVED  
OFFICE OF CONSERVATION  
& COASTAL LANDS  
2010 SEP - 3 A 10:27  
DEPT. OF LAND & NATURAL RESOURCES  
STATE OF HAWAII

FROM: Charlene Unoki, Assistant Administrator  
SUBJECT: Draft Environmental Assessment for Kailua Park (aka Old Airport Park or Maka'eo) Master Plan  
LOCATION: Island of Hawaii  
APPLICANT: Kimura International on behalf of the County of Hawaii, Department of Parks & Recreation

*Charlene*

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by September 19, 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. *Not in CD.*
- Comments are attached.

Signed: *MBM*  
Date: 9-15-10

LINDA LINGLE  
GOVERNOR OF HAWAII



Laura H. Thielen  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

AM  
W



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

DAR 3319

August 31, 2010

MEMORANDUM

TO:

DLNR Agencies:

- Div. of Aquatic Resources
- Div. of Boating & Ocean Recreation
- Engineering Division
- Div. of Forestry & Wildlife
- Div. of State Parks
- Commission on Water Resource Management
- Office of Conservation & Coastal Lands
- Land Division - Hawaii District



RECEIVED  
LAND DIVISION  
2009 SEP 15 P 5:51  
DEPT. OF LAND &  
NATURAL RESOURCES  
STATE OF HAWAII

FROM: Charlene Unoki, Assistant Administrator *Charlene*

SUBJECT: Draft Environmental Assessment for Kailua Park (aka Old Airport Park or Maka'eo) Master Plan

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 September 19, 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: *W. Unoki*  
Date: 9/17/2010



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

August 31, 2010

MEMORANDUM

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

DEPT. OF LAND &  
NATURAL RESOURCES  
STATE OF HAWAII

2010 SEP 20 A 11:50

RECEIVED  
LAND DIVISION

*Charlene*

FROM: Charlene Unoki, Assistant Administrator  
SUBJECT: Draft Environmental Assessment for Kailua Park (aka Old Airport Park or Maka'eo) Master Plan  
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 September 19, 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: *[Signature]*  
Date: 9.14.10



KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. Morris M. Atta, Acting Administrator  
State of Hawai'i  
Department of Land and Natural Resources  
Land Division  
P.O. Box 621  
Honolulu, Hawai'i 96809

Dear Mr. Atta:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter to Mr. James Komata of the County of Hawai'i Department of Parks and Recreation (DPR) dated September 22, 2010. We note that the Land Division-Hawai'i, Division of Aquatic Resources, and Office of Conservation and Coastal Lands have no comments on the project.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

LINDA LINGLE  
GOVERNOR



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

MICHAEL D. FORMBY  
INTERIM DIRECTOR

Deputy Directors  
FRANCIS PAUL KEENO  
JIRO A. SUMADA

IN REPLY REFER TO:  
STP 8.0244

October 12, 2010

RECEIVED OCT 21 2010

Mr. Bob Fitzgerald  
Director  
County of Hawaii  
Department of Parks and Recreation  
101 Pauahi Street, Suite 6  
Hilo, Hawaii 96720

Dear Mr. Fitzgerald:

Subject: Kailua Park Master Plan  
Draft Environmental Assessment (DEA)

Thank you for requesting the State Department of Transportation's (DOT) review of the subject project's DEA.

DOT understands that the proposed 117-acre project area includes the County's Kailua Park and the former Old Kona Airport State Recreation Area. The master plan provides a long-range guide for development and use of the project site over the next 20+ years. The project includes: additional restrooms and lockers, concessions, canoe halau, youth and senior centers, 25-yard swimming pool, skate park, shared-use pedestrian and bicycle path, new access roads and parking and additional landscaped areas. It is also proposed that the old airport runway be removed for the creation of a new beach access road with parking. Proposed access to the project is from Kuakini Highway and Makala Boulevard.

State highway facilities may be impacted given the location of the subject project and activities envisioned for the park, in proximity to Queen Kaahumanu Highway.

The DOT Highways Division is reviewing the DEA, including Section 4.6 Traffic and Transportation, and will provide additional comments upon completion of its review.

Mr. Bob Fitzgerald  
October 12, 2010  
Page 2

STP 8.0244

DOT appreciates the opportunity to provide comments. If there are any questions, including the need to meet with Highways Division staff, please contact Mr. David Shimokawa of the DOT Statewide Transportation Planning Office at telephone number (808) 831-7976.

Very truly yours,



MICHAEL D. FORMBY  
Interim Director of Transportation

c: Glenn Kimura, Kimura International, Inc.



KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. Glenn Okimoto, Director of Transportation  
State of Hawai'i  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawai'i 96813-5097

Dear Mr. Okimoto:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter dated October 12, 2010. Your comments are noted, and we look forward to further comment from your Highways Division.

If you have any questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

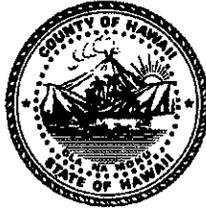
KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

William P. Kenoi  
Mayor

William T. Takaba  
Managing Director



Frank J. DeMarco, P.E.  
Director

Ivan M. Torigoe  
Deputy Director

## County of Hawai'i

### DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

25 Aupuni Street • Hilo, Hawai'i 96720  
(808) 961-8083 • Fax (808) 961-8086  
[http://co.hawaii.hi.us/directory/dir\\_envmng.htm](http://co.hawaii.hi.us/directory/dir_envmng.htm)

RECEIVED SEP 27 2010

September 20, 2010

County of Hawai'i  
Department of Parks & Recreation  
101 Pauahi Street, Suite 6  
Hilo, HI 96720

Attention: Mr. James Komata  
Park Planner

Re: Kailua Park (aka "Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, North Kona District, Island of Hawai'i  
TMK: 7-5-005:007 and 7-5-005:083

Dear Mr. Komata,

Please see enclosure (Page 4-37: *Project Impacts and Mitigation*, for comments from our Wastewater Division.

Thank you for allowing us the opportunity to offer comments on this project. If you have further questions regarding our comments, please contact Dora Beck, Wastewater Division Chief, at 961-8513.

Sincerely,

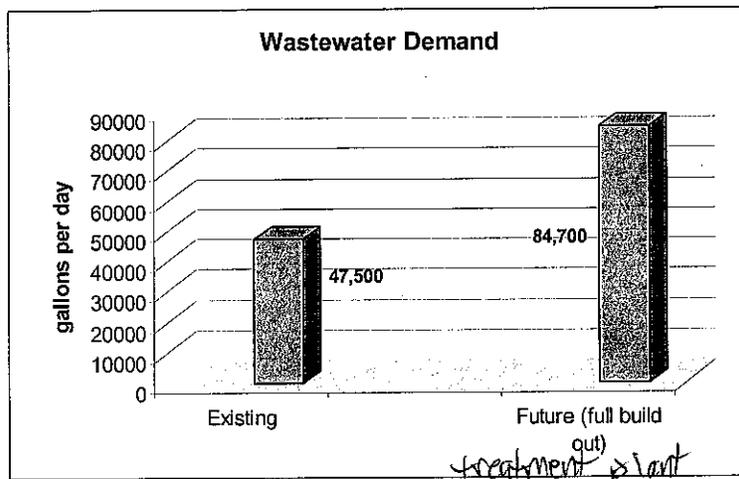
Frank J. DeMarco, P.E.  
DIRECTOR

cc: Ms. Leslie Kurisaki, Kimura Intl.  
Ms. Dora Beck, WWD Chief

the project site. Currently, approximately 47,500 gallons of wastewater generated daily by users of the park is treated at the Kealakehe Wastewater Treatment Plant.

**Project Impacts and Mitigation**

New recreational facilities requiring wastewater disposal will be connected to the existing pressure sewer system that runs from Kuakini Highway to the pavilions at the end of the runway. The new sewer laterals will be connected to the existing sewer pressure system in the same manner as the existing laterals. Wastewater will be discharged into septic tanks adjacent to the buildings for treatment prior to being pumped into the existing force main.



At full build out, the proposed facilities in the park are expected to generate 37,200 gallons of additional wastewater, or a total of 84,700 gallons. The existing wastewater treatment plant currently does not have the capacity to treat additional wastewater from the proposed Kailua Park improvements.

Improvements ~~that will~~ <sup>at the existing</sup> ~~expand the treatment plant and~~ <sup>wastewater</sup> to increase treatment capacity are scheduled to be complete

around 2011.

The wastewater from the proposed improvements to Kailua Park can be treated at the expanded Kealakehe Wastewater Treatment Plant if there is capacity at the time of the park improvements. The Kealakehe treatment plant is currently capable of producing R-2 recycled irrigation water, which is wastewater that has received secondary treatment and may be used for subsurface irrigation in public parks. Improvements to the treatment plant to provide additional treatment and production of R-1 recycled irrigation water are planned to be completed around 2012. R-1 water has been disinfected to provide a significant reduction in pathogens, and can be used for any form of irrigation at the park and athletic fields.

2014

To provide some reduction in wastewater generation, the master plan recommends the installation of waterless urinals in future men's toilets and as budget allows, existing urinals should be retrofitted with waterless urinals, which can save up to 20% of conventional toilets. Although initial costs are slightly higher, long term maintenance is lower as separate pressurized water pipes and valves are no longer needed. By eliminating the pressurized water line, damages from vandalism are also reduced.



KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. Frank J. DeMarco, P.E.  
Director  
County of Hawai'i  
Department of Environmental Management  
25 Aupuni Street  
Hilo, Hawai'i 96720

Dear Mr. DeMarco:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter to Mr. James Komata of the County of Hawai'i Department of Parks and Recreation (DPR) dated September 20, 2010. Your edits to p. 4-37 of the Draft EA have been made and will be incorporated in the Final EA.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

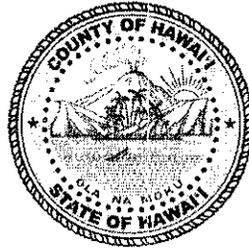
Sincerely,

KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

William P. Kenoi  
Mayor



Warren H. W. Lee  
Director

William T. Takaba  
Managing Director

RECEIVED AUG 31 2010

**County of Hawai'i**  
**DEPARTMENT OF PUBLIC WORKS**

**Aupuni Center**  
101 Pauahi Street, Suite 7 · Hilo, Hawai'i 96720-4224  
(808) 961-8321 · Fax (808) 961-8630  
www.co.hawaii.hi.us

August 27, 2010

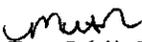
Glenn T. Kimura, President  
Kimura International  
1600 Kapiolani Blvd. Suite 1610  
Honolulu, HI 96814

Subject: Kailua Park Master Plan (aka Old Airport Park/Maka'eo)  
Draft Environmental Assessment  
North Kona District, Kailua Kona, Hawaii  
TMK: (3) 7-5-005:007 & 083

We reviewed the subject and our comments are as follows:

1. The Kuakini Highway extension as shown on the master plan does not comply with DPW or State Highway standards. It appears to be designed as a one-way "Park" road as it includes reversed angle parking stalls and there is no right-of-way designated.
2. Portions of the property are within Flood Zones AE and VE as shown on the Flood Insurance Rate Map. All construction plans must clearly delineate the limits of the flood zones. Any new construction and substantial improvements must comply with Chapter 27 Flood Plain Management of Hawaii County Code.
3. All development generated runoff shall be disposed of on-site and shall not be directed toward any adjacent properties.
4. All earthwork and grading shall conform to Chapter 10, Erosion and Sediment Control, of the Hawaii County Code.

If you have any questions, please contact Kiran Emler of our Kona office at 327-3530.

  
Ben Ishii, Division Chief  
Engineering Division

MHN

Cc: ENG - HILO/KONA  
Planning Director



KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. Ben Ishii, Division Chief  
Engineering Division  
County of Hawai'i  
Department of Public Works  
Aupuni Center  
101 Pauahi Street, Suite 7  
Hilo, Hawai'i 96720-4224

Dear Mr. Ishii:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter dated August 27, 2010. Our responses to your comments are as follows:

1. Kuakini Highway extension shown on master plan does not comply with DPW or State Highway standards. It appears designed as a one-way "park" road as it includes reversed angle parking stalls and there is no right-of-way designated.

*Response:* The road you refer to is not part of Kuakini Highway, but an internal park road. There is no right-of-way secured for the extension of Kuakini Highway and Queen Lili'uokalani Trust's plans call for a residential level roadway through their planned subdivision rather than a highway.

2. Portions of the property are within Flood Zones AE and VE as shown on the Flood Insurance Rate map. All construction plans must clearly delineate limits of the flood zones. Any new construction and substantial improvements must comply with Chapter 27, Flood Plain Management of the Hawaii County Code.

*Response:* Construction plans will comply with flood plain management regulations and will be submitted to DPW for review and approval.

3. All development generated runoff to be disposed of on site and not directed toward any adjacent properties.

*Response:* All development will provide for on-site runoff disposal

4. All earthwork and grading to conform to Chapter 10, Erosion and Sediment Control of the Hawaii County Code.

*Response:* All earthwork and grading will conform to the County's erosion and sediment control regulations.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

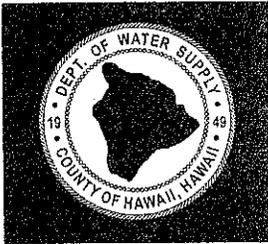
Sincerely,

KIMURA INTERNATIONAL, Inc.

A handwritten signature in black ink, appearing to read "Glenn T. Kimura", with a long horizontal flourish extending to the right.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation



DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAII  
345 KEKŪANAŌ'A STREET, SUITE 20 • HILO, HAWAII 96720  
TELEPHONE (808) 961-8050 • FAX (808) 961-8657

October 12, 2010

TO: Mr. Robert A. Fitzgerald, Director  
ATTENTION: MR. JAMES KOMATA  
County of Hawai'i, Department of Parks and Recreation

RECEIVED OCT 13 2010

FROM: Milton D. Pavao, Manager

SUBJECT: **DRAFT ENVIRONMENTAL ASSESSMENT  
KAILUA PARK MASTER PLAN  
TAX MAP KEY 7-5-005:007 AND 083**

We have reviewed the subject Draft Environmental Assessment (DEA) and have the following comments.

Please be informed that the total average daily water consumption within the park, based on metered usage, is approximately 113,300 gallons per day (GPD), which is equal to 284 units of water (each unit of water is equal to 400 GPD). According the DEA, the projected water usage at full build-out for the proposed Kailua Park improvements is estimated at 203,280 GPD for domestic use and 259,295 GPD for irrigation, or a total of 462,875 GPD, which is equal to 1,157 units of water.

The Department's existing water system serving the Kailua Park does not have sufficient capacity to provide for the estimated 462,875 GPD at full build-out. Further, the existing water usage within the park is already in excess of the current water availability for the area, which is subject to change, of a maximum of 50 units of water per pre-existing lot of record. In order to provide water from the Department's water system for the proposed improvements, the applicant will be required to make offsite water system improvements, which may include, but not be limited to, additional source, storage, and transmission facilities.

The Department requests that the applicant provide more detailed estimated water usage calculations for the proposed improvements, including any proposed phasing of the project, to better determine the scope of water system improvements that will be required. The Department also requests that the applicant provide more information regarding the quantity of reclaimed R-1 wastewater that is proposed for irrigation of the park.

Should there be any questions, please contact Mr. Finn McCall of our Water Resources and Planning Branch at 961-8070, extension 255.

Sincerely yours,

  
Milton D. Pavao, P.E.  
Manager

FM:dfg

copy - Kimura International

... Water, Our Most Precious Resource ... Ka Wai A Kāne ...

The Department of Water Supply is an Equal Opportunity provider and employer.

**Leslie Kurisaki**

*Jason's response to  
DWS comments of 10/12/10*

**From:** Jason Tateishi [JasonT@rmtowill.com]  
**Sent:** Wednesday, October 13, 2010 3:56 PM  
**To:** Leslie Kurisaki  
**Subject:** RE: Kailua Pk DEA-comment from DWS

Leslie,

The theoretical water usage and the actual water usage are two separate numbers that cannot be compared. The theoretical numbers for existing and proposed should be compared and it shows that once the irrigation is replaced by R-1 water from the Wastewater Treatment Plant, there will actually be a decrease in theoretical water usage. The usage is also based on occupancy loads, not the most accurate but it is ok since the improvements are not designed. Once the improvements are designed, the theoretical water usage will be more accurate since the architect can base it on fixture units rather than occupancy.

The DWS letter also is assuming that future irrigation water will come from the DWS system when we are planning on using R-1 water from the WWTP.

Existing Theoretical Usage = 114,000 gal/day domestic + 228,258 gal/day irrigation = 342,258 gal/day total  
Proposed Theoretical Usage = 203,280 gal/day domestic + 0 gal/day irrigation = 203,280 gal/day total  
Net decrease of 138,978 gal/day

The quantity of reclaimed water for the park is expected to be the entire future irrigation needs of the park. It also should be noted that no improvements will be made until the reclaimed water is available or offsite improvements will be required.

Should future calculations show an increase in theoretical water usage, the applicant would be responsible for offsite water improvements as indicated in the DWS letter.

I spoke to Finn at the Water Dept. and this response will be adequate to address their concerns.

Please call me if you have any questions, 329-4494.

Thank You,  
Jason

---

**From:** Leslie Kurisaki [mailto:lkurisaki@kimurainternational.com]  
**Sent:** Wednesday, October 13, 2010 2:23 PM  
**To:** Jason Tateishi  
**Subject:** Kailua Pk DEA-comment from DWS

Hi Jason,  
Just got the attached DEA comment letter from Dept. of Water Supply. Will need your help to respond to these comments.

Thanks,

*Leslie Kurisaki  
Kimura International, Inc.  
1600 Kapiolani Blvd., Suite 1610  
Honolulu, Hawaii 96814  
Phone (808) 944-8848  
Fax (808) 941-8999*

10/13/2010



KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. Milton D. Pavao, P.E.  
Manager  
County of Hawai'i  
Department of Water Supply  
345 Kekuanaoa Street, Suite 20  
Hilo, Hawai'i 96720

Dear Mr. Pavao:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter to Mr. James Komata of the County of Hawai'i Department of Parks and Recreation (DPR) dated October 12, 2010. Our responses to your comments are as follows:

1. Total average daily water consumption within the park, based on metered use, is approximately 113,300 GPD, equal to 284 units of water (1 unit = 400 GPD). DEA estimates projected water use at full build out at 203,280 GPD for domestic use and 259, 295 GPD for irrigation—a total of 462,875 GPD or 1,157 units of water.

*Response:* Theoretical water use and existing water use are distinct concepts that cannot be compared directly. Rather, the theoretical numbers for existing and proposed use should be compared. It shows that once irrigation is replaced by R-1 water from the wastewater treatment plan, there will actually be a decrease in theoretical water usage. Usage was based on occupancy loads, which is not precise, but sufficient for planning purposes. Once the improvements are designed, theoretical water use can be projected more accurately since the architect would base this number on fixture units instead of occupancy.

2. Department's existing water system does not have sufficient capacity to provide for the estimated 462,875 GPD at full build-out. Existing water use within the park is already in excess of current water availability for the area (subject to change) of a maximum of 50 units of water per pre-existing lot of record.

*Response:* Existing Theoretical Use=114,000 GPD domestic + 228,258 GPD irrigation = 342,258 GPD total

Proposed Theoretical Use = 203,280 GPD domestic + 0 GPD irrigation = 203,280 GPD total

Therefore, with future irrigation water coming from the wastewater treatment plant (R-1 water) and not from the DWS system, there will be a net decrease in use of 138,978 GPD.

3. To provide water from the Department's water system for the proposed improvements, applicant will be required to make off-site water system improvements, including additional source, storage, and transmission facilities.

*Response:* If future calculations show an increase in theoretical water use, the DPR would work closely with your department to identify off-site water improvements necessary to ensure adequate supply.

4. Department requests more detailed estimated water use calculations for the proposed improvements, including proposed phasing, to determine scope of water system improvements required.

*Response:* Information will be provided to your Department as required when improvements are designed. The master plan is conceptual only and detailed calculations are not available at this time. Preliminary phasing has been addressed in the Draft EA, but actual phasing will depend on funding and future priorities.

5. Department also requests more information regarding quantity of reclaimed R-1 wastewater proposed for irrigation of the park.

*Response:* Reclaimed water is expected to satisfy all future irrigation needs of the park, however, the quantity available is dependent on supply from the Department of Environmental Management's Kealakehe Wastewater Treatment Plant and infrastructure improvements to deliver R-1 water to the site.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.



Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

William P. Kenoi  
Mayor



Darryl J. Oliveira  
Fire Chief

Glen P. I. Honda  
Deputy Fire Chief

**County of Hawai'i**  
**HAWAII FIRE DEPARTMENT**  
25 Aupuni Street • Suite 2501 • Hilo, Hawai'i 96720  
(808) 932-2900 • Fax (808) 932-2928

August 26, 2010

RECEIVED SEP 14 2010

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

**SUBJECT:** DRAFT ENVIRONMENTAL ASSESSMENT  
PROJECT: KAILUA PARK MASTER PLAN  
TMK: (3) 7-5-005:007 AND (3) 75-005:083

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In regards to the above-mentioned draft environmental assessment, the following shall be in accordance:

Fire apparatus access roads shall be in accordance with UFC Section 10.207:

**"Fire Apparatus Access Roads**

**"Sec. 10.207. (a) General.** Fire apparatus access roads shall be provided and maintained in accordance with the provisions of this section.

**"(b) Where Required.** Fire apparatus access roads shall be required for every building hereafter constructed when any portion of an exterior wall of the first story is located more than 150 feet from fire department vehicle access as measured by an unobstructed route around the exterior of the building.

**"EXCEPTIONS:** 1. When buildings are completely protected with an approved automatic fire sprinkler system, the provisions of this section may be modified.

2. When access roadways cannot be installed due to topography, waterways, nonnegotiable grades or other similar conditions, the chief may require additional fire protection as specified in Section 10.301 (b).



"3. When there are not more than two Group R, Division 3 or Group M Occupancies, the requirements of this section may be modified, provided, in the opinion of the chief, fire-fighting or rescue operations would not be impaired.

"More than one fire apparatus road may be required when it is determined by the chief that access by a single road may be impaired by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

"For high-piled combustible storage, see Section 81.109.

"(c) **Width.** The unobstructed width of a fire apparatus access road shall meet the requirements of the appropriate county jurisdiction.

"(d) **Vertical Clearance.** Fire apparatus access roads shall have an unobstructed vertical clearance of not less than 13 feet 6 inches.

**"EXCEPTION:** Upon approval vertical clearance may be reduced, provided such reduction does not impair access by fire apparatus and approved signs are installed and maintained indicating the established vertical clearance.

"(e) **Permissible Modifications.** Vertical clearances or widths required by this section may be increased when, in the opinion of the chief, vertical clearances or widths are not adequate to provide fire apparatus access.

"(f) **Surface.** Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a surface so as to provide all-weather driving capabilities." (20 tons)

"(g) **Turning Radius.** The turning radius of a fire apparatus access road shall be as approved by the chief." (45 feet)

"(h) **Turnarounds.** All dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with approved provisions for the turning around of fire apparatus.

"(i) **Bridges.** When a bridge is required to be used as access under this section, it shall be constructed and maintained in accordance with the applicable sections of the Building Code and using designed live loading sufficient to carry the imposed loads of fire apparatus.

"(j) **Grade.** The gradient for a fire apparatus access road shall not exceed the maximum approved by the chief." (15%)

"(k) **Obstruction.** The required width of any fire apparatus access road shall not be obstructed in any manner, including parking of vehicles. Minimum required widths and clearances established under this section shall be maintained at all times.

"(l) **Signs.** When required by the fire chief, approved signs or other approved notices shall be provided and maintained for fire apparatus access roads to identify such roads and prohibit the obstruction thereof or both."

Water supply shall be in accordance with UFC Section 10.301(c):

"(c) **Water Supply.** An approved water supply capable of supplying required fire flow for fire protection shall be provided to all premises upon which buildings or portions of buildings are hereafter constructed, in accordance with the respective county water requirements. There shall be provided, when required by the chief, on-site fire hydrants and mains capable of supplying the required fire flow.

"Water supply may consist of reservoirs, pressure tanks, elevated tanks, water mains or other fixed systems capable of providing the required fire flow.

"The location, number and type of fire hydrants connected to a water supply capable of delivering the required fire flow shall be protected as set forth by the respective county water requirements. All hydrants shall be accessible to the fire department apparatus by roadways meeting the requirements of Section 10.207.



DARRYL OLIVEIRA  
Fire Chief

RP:lpc



KIMURA INTERNATIONAL INC.

February 7, 2011

Chief Darryl Oliveira, Fire Chief  
County of Hawai'i Fire Department  
24 Aupuni Street, Suite 2501  
Hilo, Hawai'i 96720

Dear Chief Oliveira:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter dated August 26, 2010. Fire access roads and water supply for the project will meet the requirements specified in the Uniform Fire Code.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

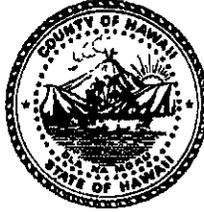
Sincerely,

KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

**William P. Kenoi**  
*Mayor*



**William T. Takaba**  
*Managing Director*

**Walter K.M. Lau**  
*Deputy Managing Director*

**County of Hawai'i**  
**Office of the Mayor**

25 Aupuni Street, Suite 2603 • Hilo, Hawai'i 96720 • (808) 961-8211 • Fax (808) 961-6553  
KONA 75-5722 Hanama Place, Suite 102 • Kailua-Kona, Hawai'i 96740  
(808) 327-3602 • Fax (808) 326-5663

RECEIVED SEP 21 2010

September 16, 2010

Mr. James Komata  
Parks Planner  
Department of Parks and Recreation  
101 Pauahi St., Suite 6  
Hilo, HI 96720

Dear Mr Komata.

Thank you for allowing the Mayor's Office to inspect the draft environmental assessment for the Kailua Park Master Plan. The only comment we have at this time is to review the Hawai'i County Code and policies in the Parks and Recreation Department regarding pets at beach parks as they relate to a possible dog park at Makaeo Park. Any changes or the lack of changes in the law should be noted in the final environmental assessment.

Mahalo,

Bobby Command  
Executive Assistant

✓ cc. Leslie Kurisaki



KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. Bobby Command, Executive Assistant  
County of Hawai'i  
Office of the Mayor  
25 Aupuni Street, Suite 2603  
Hilo, Hawai'i 96720

Dear Mr. Command:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter to Mr. James Komata dated September 16, 2010. The Final EA will provide updated information regarding applicable Hawaii County Code and DPR policies regarding pets at beach parks as they relate to the possible dog park.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

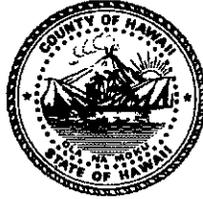
Sincerely,

KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

William P. Kenoi  
Mayor



BJ Leithead Todd  
Director

Margaret K. Masunaga  
Deputy

## County of Hawai'i

### PLANNING DEPARTMENT

Aupuni Center • 101 Pauahi Street, Suite 3 • Hilo, Hawai'i 96720  
Phone (808) 961-8288 • Fax (808) 961-8742

RECEIVED SEP 14 2010

September 13, 2010

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

Dear Mr. Kimura:

Kailua Park Master Plan  
Re: Request for Comments for Draft Environmental Assessment (DEA)  
Tax Map Key: 7-5-005: 007 & 083

This is to acknowledge receipt of Draft Environmental Assessment dated August 2010 for the Kailua Park Master Plan. Thank you for addressing our comments for the pre-assessment consultation. We have the following additional comment:

1. Please confirm that there will be no work done in the shoreline setback area (40 feet from the shoreline). If work is proposed to be done in the shoreline setback area, please address if the work will be exempt, will be considered a "minor structure or activity" as defined in Planning Department Rule 11-7, or will require a shoreline setback variance.

Thank you for the opportunity to comment on the proposed project. If you have any questions, please feel free to contact Jeff Darrow at 961-8158.

Sincerely,

BJ LEITHEAD TODD  
Planning Director

JWD:smn

cc: Kona Planning Department



KIMURA INTERNATIONAL INC.

February 7, 2011

Ms. B.J. Leithead Todd, Director  
County of Hawai'i  
Planning Department  
Aupuni Center  
101 Pauahi Street, Suite 3  
Hilo, Hawai'i 96720

Dear Ms. Leithead Todd:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter dated September 13, 2010. The master plan does not propose any improvements within 40 feet of the shoreline. We also understand that the actual "shoreline setback area" will depend on completion of a certified shoreline survey, which has not been done.

It is possible that there will be minor work done within the shoreline setback area, for example clearing of rock, debris and vegetation. In addition, the DPR may construct minor improvements such as walkways. These improvements will not affect beach processes or the shoreline, or interfere with public access or views, and we anticipate that they will be considered a "minor structure or activity" as defined in Planning Department Rule 11-7. A request for a minor structure or activity determination will be submitted to the Planning Department at the appropriate time.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

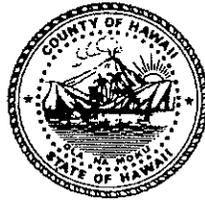
Sincerely,

KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

William P. Kenoi  
Mayor



BJ Leithead Todd  
Planning Director

Margaret K. Masunaga  
Deputy Planning Director

**County of Hawaii**  
**PLANNING DEPARTMENT**  
**KONA COMMUNITY DEVELOPMENT PLAN ACTION COMMITTEE**

Aupuni Center • 101 Pauahi Street, Suite 3 • Hilo, Hawaii 96720  
Phone (808) 961-8288 • Fax (808) 961-8742

RECEIVED SEP 29 2010

September 23, 2010

County of Hawaii  
Department of Parks and Recreation  
Attn: James Komata  
Aupuni Center, 101 Pauahi Street, Suite 6,  
Hilo, HI 96720

Dear Mr. Komata:

Subject: Kailua Park Master Plan Environmental Assessment

Thank you for the opportunity to review and comment on this Draft Environmental Assessment (EA). Based on motions taken at our regularly scheduled meeting on September 22, 2010 please accept these comments on the EA. The Kona Community Development Plan (CDP) Action Committee supports the general findings of the EA for the Kailua aka Old Airport/Maka'eo District Park. The engagement of the general community and stakeholders through development of the Master Plan is a process consistent with the Excellence in Design concepts in policy Pub-7.1 that is conducive to meeting the goals of the Kona CDP and demonstrates that the plan reflects the needs of the community. The Old Airport Park is identified on the Official Public Facilities map, Fig. 4-10b, and serves as a gathering place and valued community asset within the designated Maka'eo TOD. This park integrates people with valued coastal resources and acts as a hub for active recreational activities consistent with Policy Pub-6-2c and Action Pub-6.2b of the Kona CDP.

We support the selection of Alternative 2 but do have several suggestions for consideration, some of which are specifically related to integration of this park into broader planning considerations for the Kona Districts, the phasing of construction and providing access to the park even before construction might commence:

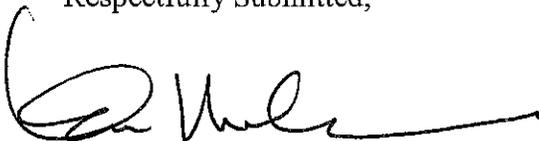
1. Construction of the internal roadway, pathways, and parking should be prioritized. Multimodal access to the Park from all directions including a Transit hub in the area and the proposed Regional Park at Kealakehe should be integrated into the design.
2. Demolition of the existing runway should, however, be limited only to areas outside the proposed roadways, parking, and pathways leaving the consolidated foundation in place wherever practical.

Mr. James Komata, Planner  
Kailua Park Master Plan Environmental Assessment  
9/23/10  
Page 2 of 3

3. The extension of Kuakini Highway to Honokohau Harbor and the Kealakehe Parkway is not shown in relation to the mauka boundary of the park and is critically important for access and connection to the proposed Regional Park, Civic Center, and evolving residential areas of the district.
4. Transit considerations need to be considered currently and at the various construction stages to provide access to the park and nearby intermodal connections and hubs.
5. Planning for a Greenway connecting the Kealakehe Regional Park with the Old Airport District Park was an important consideration during the park planning process and should continue.
6. Relocation of state and county base yards must be considered in conjunction with the terms of the Executive Order and should include considerations during the planning for the Kealakehe Regional Park and nearby State lands at the Honokohau Harbor. Showing these relocated baseyard facilities in the preferred Alternative #2 on adjoining private lands not owned by the County or State is inappropriate without prior agreement with that land owner.
7. Development of Old Airport District Park should be coordinated with the Kealakehe Regional Park and the Palamanui District Park to insure efficient distribution of needed facilities.
8. In planning for the future, a consolidated Federal, State, County and private park administration and public information center could be developed in the future, as part of this park, the Honokohau Harbor expansion, the Kealakehe Regional park or in offices at the soon to open new Civic Center at Kealakehe.

We respectfully request your thorough consideration of these comments as the EA is completed and the master plan is finalized. If you have any questions or desire further information on any of these concerns, please do not hesitate to contact me or our Public Facilities sub-committee chair Bob Ward.

Respectfully Submitted,



Ken Melrose  
Chairman  
KCDP Action Committee

CC: Bobby Jean Leithead Todd, Planning Director  
Bob Fitzgerald, Department of Parks & Recreation Director

Mr. James Komata, Planner  
Kailua Park Master Plan Environmental Assessment  
9/23/10  
Page 3 of 3

Amy Self, Deputy Corporation Counsel  
✓Kimura International, attn: Leslie Kurisaki  
1600 Kapiolani Blvd, Suite 1610  
Honolulu, HI 96814  
AC Members



KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. Ken Melrose, Chairman  
Kona Community Development Plan Action Committee  
County of Hawai'i  
Planning Department  
Aupuni Center  
101 Pauahi Street, Suite 3  
Hilo, Hawai'i 96720

Dear Mr. Melrose:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter dated September 23, 2010. On behalf of the Department and Parks and Recreation (DPR), we appreciate the support of the Kona CDP Action Committee, and thank you for your excellent suggestions.

As you know, implementation of these recommendations requires the involvement and cooperation of a number of State and County agencies, community groups, and private landowners. The engagement of the general community and stakeholders during development of the Kailua Park Master Plan has set a solid foundation for future collaboration. The DPR has expressed its commitment to continue these cooperative efforts to ensure that the park improvements are properly integrated into the community, and are consistent with broader planning goals for the Kona District.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

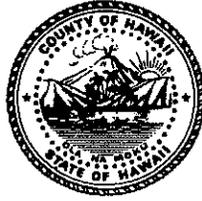
KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

1600 Kapiolani Blvd., Suite 1610  
Honolulu, HI 96814  
Tel: 808 944-8848 • Fax: 808 941-8999

**William P. Kenoi**  
Mayor



**Harry S. Kubojiri**  
Police Chief

**Paul K. Ferreira**  
Deputy Police Chief

## County of Hawai'i

### POLICE DEPARTMENT

349 Kapi'olani Street • Hilo, Hawai'i 96720-3998  
(808) 935-3311 • Fax (808) 961-2389

September 1, 2010

RECEIVED SEP 04 2010

Mr. Glenn T. Kimura  
Kimura International Inc.  
1600 Kapi'olani Blvd., Suite 1610  
Honolulu, Hawaii 96814

**SUBJECT:** Draft Environmental Assessment (DEA)  
Kailua Park (aka "Old Airport Park" or "Maka'eo") Master Plan  
North Kona, Hawaii  
TMK: [3] 7-5-005:007 & [3] 7-5-005:083

Dear Mr. Kimura:

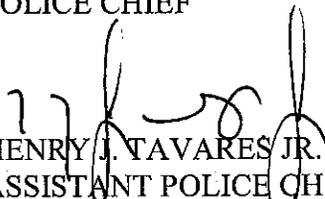
This responds to your letter of August 18, 2010, requesting a review of the Draft Environmental Assessment (DEA) that was prepared in accordance with the State of Hawai'i EIS law (Hawai'i Statutes, Chapter 343) and EIS rules (Administrative rules, Title 11, Chapter 200).

The above-referenced document has been reviewed, and we have no comments to offer at this time.

If you have any questions, please contact Captain Samuel H. Kawamoto Jr., Kona District Commander, at 326-4646, extension 299.

Sincerely,

**HARRY S. KUBOJIRI**  
POLICE CHIEF

  
**HENRY J. TAVARES JR.**  
ASSISTANT POLICE CHIEF  
AREA II OPERATIONS

SHK  
RS0900698



KIMURA INTERNATIONAL INC.

January 14, 2011

Chief Harry S. Kubojiri  
County of Hawai'i Police Department  
349 Kapi'olani Street  
Hilo, Hawai'i 96720-3998

Dear Chief Kubojiri:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter dated September 1, 2010. We note that the Police Department has no comments to offer at this time.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

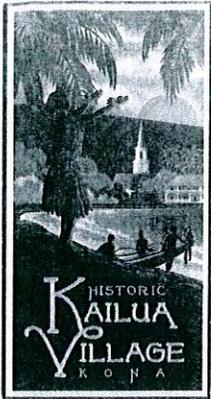
Sincerely,

KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

RECEIVED SEP 22 2010



September 20, 2010

Mr. James Komata  
County of Hawaii  
Department of Parks & Recreation  
101 Pauahi Street Suite 6  
Hilo HI 96720

KAILUA VILLAGE BUSINESS  
IMPROVEMENT DISTRICT  
75-5751 Kuakini Hwy #202  
Kailua-Kona, Hawaii 96740

RE: KAILUA PARK MASTER PLAN DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Komata:

T: 808.326.7820  
F: 808.326.5634  
Twitter: kailuavillage  
Web: www.KVBID.org

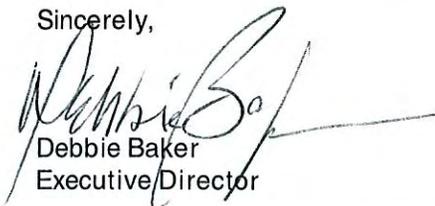
The Kailua Village Business Improvement District supports the comprehensive, long range master plan for the Old Airport Park in line with our organization's mission to *create a sustainable community that is a better place to invest, work, live and play.*

The proposed new recreational facilities, new community center, interpretive center and shared-use pedestrian and bike path will be welcome additions and will serve to improve the quality of life for Kona's residents.

The proposed plan emphasizes sustainable green planning and building techniques, water conservation and energy saving measures. We believe it is also important to consider "walkability" as part of the Kailua Park Master Plan Environmental Assessment scope with the addition of pedestrian and vehicular improvements leading into the park along Kuakini Highway, between Palani Road and the formal park entrance. Adding sidewalks, crosswalks, proper lighting, bike lanes and shoulder improvements will add immensely to the entire park experience and will promote the smart growth principles of creating walkable communities, providing for a variety of transportation choices and fostering a strong sense of place. **Connecting the linkage between Historic Kailua Village and the Kailua Park is of paramount importance.**

We appreciate the opportunity to comment and will be happy to share our conceptual plan for this stretch of Kuakini Highway with you.

Sincerely,



Debbie Baker  
Executive Director

cc: Leslie Kurisaki, Kimura International, Inc.



KIMURA INTERNATIONAL INC.

February 7, 2010

Ms. Debbie Baker  
Kailua Village Business Improvement District  
75-5751 Kuakini Highway, #202  
Kailua-Kona, Hawai'i 96740

Dear Ms. Baker:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawai'i  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter to Mr. James Komata dated September 20, 2010. On behalf of the County of Hawai'i Department of Parks and Recreation (DPR), we thank the Kailua Village Business Improvement District for its interest in and support of the Kailua Park Master Plan.

The DPR concurs with you on the importance of promoting walkable communities with a variety of transportation choices, and this objective was incorporated in the park plan. In addition to the multi-use bike and pedestrian path around the park, the plan recommends improving connections between the park and Kailua Village, both along Kuakini Highway and through the King Kamehameha's Kona Beach Hotel parking lot. Connections along the shoreline in the Kohala direction are also proposed.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

## Leslie Kurisaki

---

**From:** John Moore (Palamanui, LLC) [jmoore@palamanui.com]  
**Sent:** Monday, August 30, 2010 8:51 AM  
**To:** lkurisaki@kimurainternational.com  
**Subject:** FW: Old Airport Shoreline Park - Proposed Canoe Launch Cove  
**Attachments:** Canoe Cove Summary.pdf

---

**From:** John Moore (Palamanui, LLC)  
**Sent:** Monday, August 30, 2010 8:46 AM  
**To:** John Moore (Palamanui, LLC); 'lkurasaki@kimurainternational.com'; 'glennk@kimurainternational.com'  
**Cc:** 'parks\_recreation@co.hawaii.us'; 'info@islandissues.com'; 'repcoffman@capitol.hawaii.gov'; 'kkonan@co.hawaii.hi.us'  
**Subject:** RE: Old Airport Shoreline Park - Proposed Canoe Launch Cove

All

Sending again with attachment.

John Moore

---

**From:** John Moore (Palamanui, LLC)  
**Sent:** Monday, August 30, 2010 8:37 AM  
**To:** 'lkurasaki@kimurainternational.com'; 'glennk@kimurainternational.com'  
**Cc:** 'parks\_recreation@co.hawaii.us'; 'info@islandissues.com'; 'repcoffman@capitol.hawaii.gov'; 'kkonan@co.hawaii.hi.us'  
**Subject:** Old Airport Shoreline Park - Proposed Canoe Launch Cove

Leslie:

Megan Mitchell at the West Hawaii County branch of the mayor's office said you were the proper person to whom one should address comments for the Old Airport Park. Attached is a description and photos detailing a canoe launch area that I believe must be included in the Master Plan. Canoeing is an activity that is pursued by hundreds of people in Kona. It would be pursued by many more if facilities were available and accessible. It cannot be included in plans for a inland Regional Park. It would also relieve congestion at Kamakahonu Bay adjacent to the Kailua Pier in Kona.

John Moore

August 28, 2010

To: Kimura International & Department of Parks and Recreation, County of Hawaii

Re: Addition of a Canoe Launch Cove

For the Kona Shoreline Park Master Plan at the Old Airport Park

In response to the call for public comment on the proposed park plan I recommend that a canoe launch area be included in the plan. Photos showing the proposed launch area are attached. Shoreline park design should prioritize shoreline activities that can only be accomplished at shoreline locations. A canoe launch area, which necessarily includes creating a small shallow cove, cannot be built at an inland park. Activities such as ball fields, tennis courts, skate board ramps and dog exercising area that should have lower priorities at shoreline parks, and as necessary be transferred to inland parks.

The master plan as submitted includes a canoe halau – a storage, repair, and gathering area for canoe related activities. Concrete slabs for the halau are already in place. A natural extension of the halau is a canoe launch area. A launch area should include related activities of access between the halau area and the launch area, restroom and shower facilities, and vehicular access and parking for users. Pavement already exists for a path or driveway between the halau and the launch area, as well as for vehicular access and parking. Space is available for a restroom – outside shower facility. All only need inclusion in the master plan.

Construction of these facilities would immediately relieve congestion created by canoe related activities at the Kailua Pier/Kamakahonu Bay area. It would allow at least two of four existing clubs to relocate their canoes and practices from Kamakahonu to the Old Airport. Further, it would more than likely result in increased canoe and ocean usage because the deterrent / inconvenience of getting to the Pier area would be mitigated. In addition because of its accessibility, the launch area will draw one and two man canoes, kayaks, stand-up surfboard paddlers, snorkelers, scuba divers, and beachgoers who want access to a safe shallow water swimming area similar to “Keiki Pond” at the south end of the Old Airport Park. I estimate that over the period of a year more than 50,000 people would be drawn to the launch area; calculations are attached.

The proposed launch ramp area is makai of the existing halau area. It is located at a sandy portion of the shoreline fronted by a rocky reef 0' to 3' deep that extends out at approximately 100 feet from shore before dropping into deep water. A cove would be created by excavation of the rocky reef out 60' to 80' from shore to a depth of -2.0' MSL (Mean Sea Level). The outer 30' +/- of shallow reef will be left intact to break up surf and protect the inner cove. A narrow 15' +/- wide channel would be cut to an already existing opening in the reef for canoe access to deep water. The resultant cove would be about 120' long by 60'-80' feet wide by 2.0' to 4.7' deep (depending on tide) with a protective reef beyond and a 15' wide channel to deep water. Six-man canoes would be rolled over the sand to access the water using wide-tire dollies. The 6-man canoes would be stored on saddles by their respective clubs on the grassy area mauka of the sand. The sandy shoreline area would be retained for beach

Old Airport Master Plan – Canoe Launch Cove

goers to access a shelter SAFE shallow water cove – similar to “Keiki Pond” at the south end of the Old Airport Park. The sandy cove would be a major attraction for families with young children as well as others who want shallow water for periodic cooling off from sunbathing.

Preliminary design has been reviewed has been reviewed by Tom Nance, P.E. who was responsible for the design of the small coves at Hualalai Resort and the Maunalani Bay Resort on the Big Island. He believes that following excavation of the shallow cove, the bottom will be covered with sand. The sandy shoreline will be retained. Access to the open ocean thru the proposed channel should be available approximately 95% of the year. Perhaps a total of 5% of the year ocean conditions would prevent using the channel.

Total cost for the improvements, excluding on land pavement improvements, are estimated at \$600,000 to create the cove, and \$200,000 for the restroom facility and outdoor shower. Approximately 25% of the cost of the cove would be for design and shepherding the project thru the permitting process. The remaining 75% would be for construction and construction management. Duration for construction of the cove would be in the vicinity of 60 days, and 120 days for the restroom facility.

I have personally vetted this plan with leaders of Kai Opuu, Kai E Hitu, Tui Tonga, and Kona Athletic, canoe clubs. All currently practice at Kamakahonu Bay. All are solidly behind this plan. Other supporters include Kelly Greenwell our North Kona County Councilman, Bo Kahui who speaks for the Hawaiian Homes Association in Kona, Hiram Rivera a long time leading West Hawaii contractor, Steve Arnett Director of the County Department of Housing and Community Development, and numerous other people in the community. None oppose the plan.

Again I believe shoreline parks should and must be used whenever possible for shoreline activities. An additional canoe launch area is needed by the community. This Park is a natural choice for it.

Should you have any questions, please feel free to call me at 808/989-9652.

Respectfully submitted,

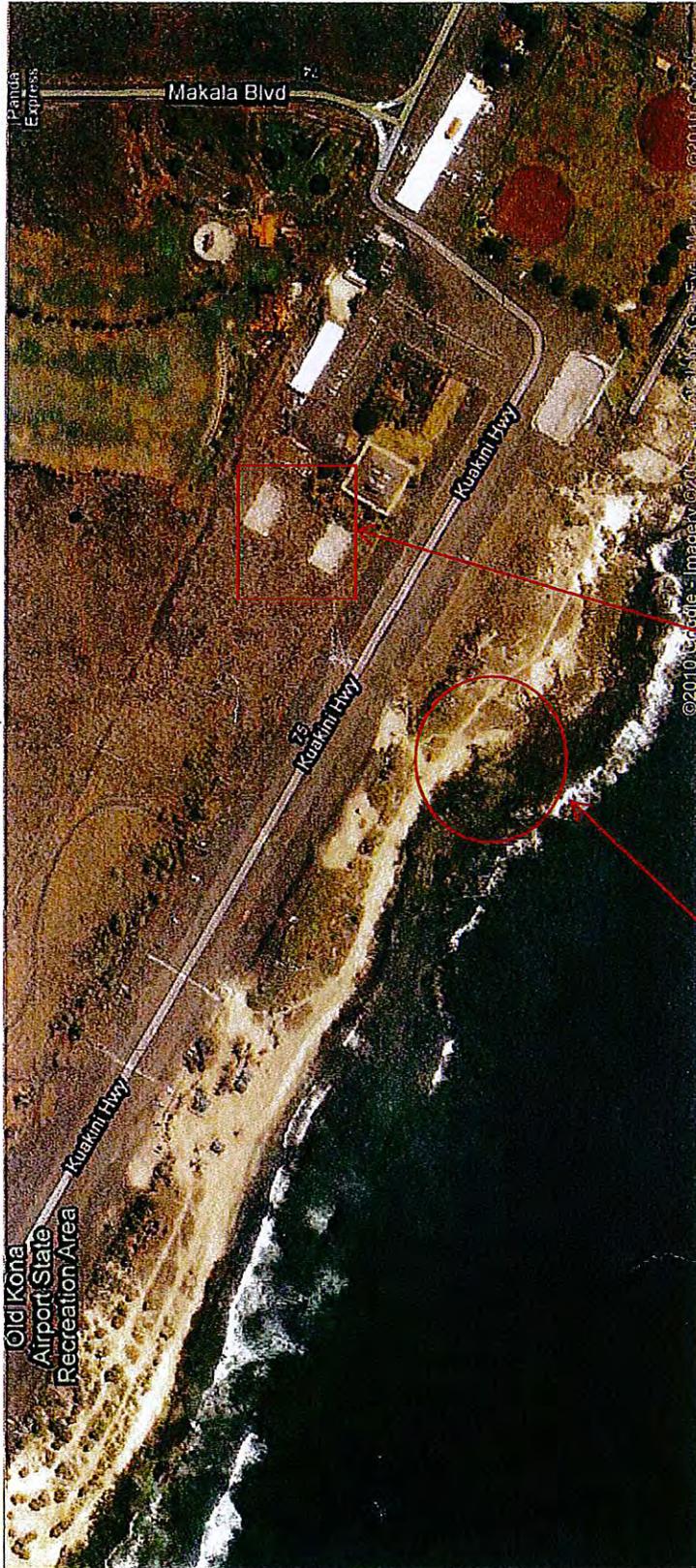
John Moore  
73-1225 Kaulaniakea Drive  
Kailua Kona, HI, 96740

Attachments:

Photos, 2 pages  
Estimated Bay Usage, 1 page

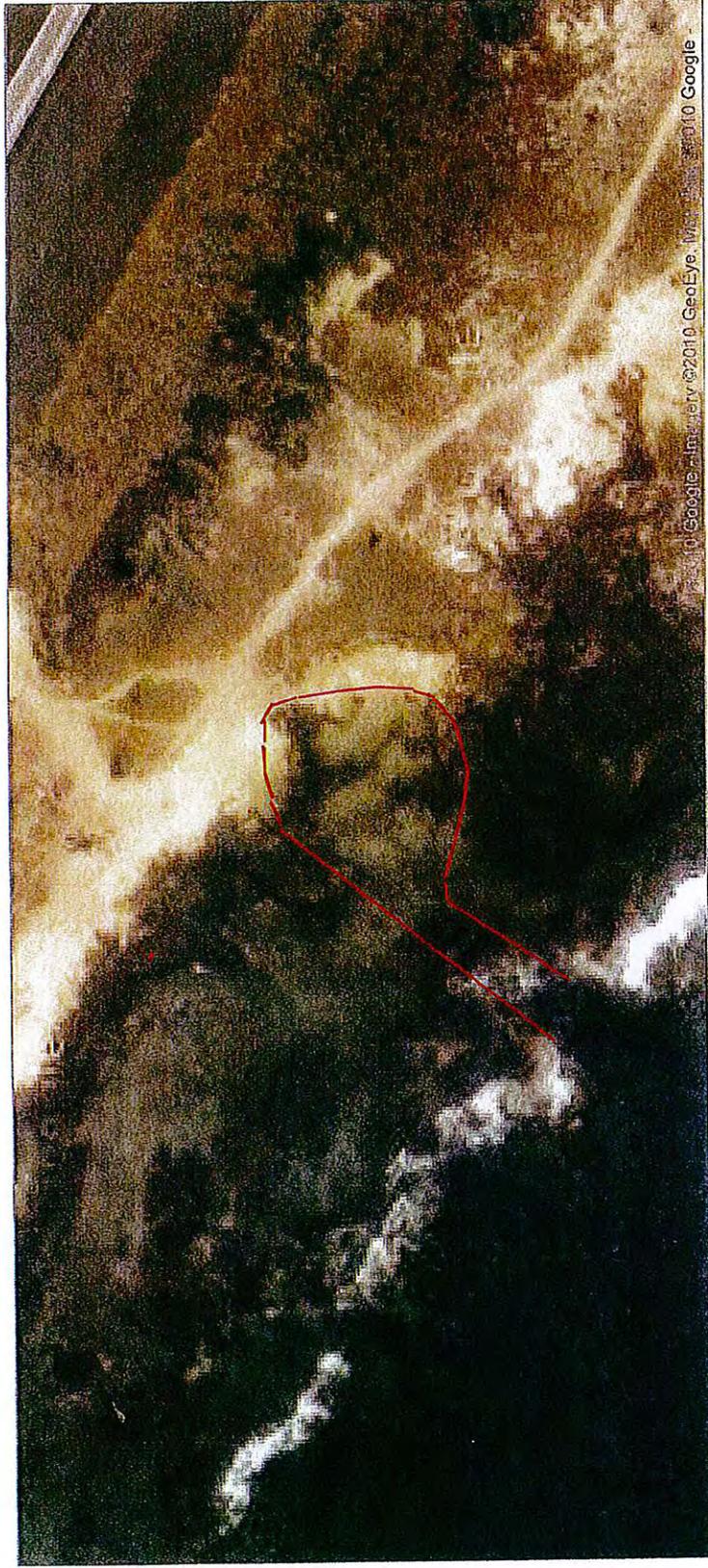
OLD AIRPORT SHORELINE PARK - PROPOSED CANOE LAUNCH COVE

Photo 1



Proposed cove

Existing halau slabs



1. Within ocean area excavate from high water mark at high tide within marked area to -2.0 ft. MSL (Mean Sea Level).
2. On land above excavated cove area remove rock out croppings to a minimum of 1.0 ft. below existing ground to leave a minimum of 1 ft. layer of sand.

**Canoe Cove Usage**

**Six Man Canoes**

Regatta Season ( Mar thru July)

2 practices/wk x 22 wks = 44 pract.

16 crews per club x 6 men/crew = 96

3 clubs x 96 persons/ club = 288

total: 44 practices 288 men/practice = 12,672

Distance Season (Aug thru Sept)

3 practices/wk x 8 wks = 24 practices

8 crews/club x 6 men/crew = 48 men

3 clubs x 48 men/club = 144

total: 24 practices x 144 men/practice = 3,456

High School Season (Dec thru Feb)

3 practices/week x 10 weeks = 20 practices

6 crews/practice x 6 = 36 men

total: 20 practices x 36 men/practice 720

Recreational Paddling

6 practices/week x 52 week = 312 pract

1 crew/ club x 3 clubs = 3 crews

3 crews/ practice x 6 men/crew = 18

total: 312 practices x 18 men/practice 5,616

**One & Two Man Canoes**

During Season (Regatta & Distance)

no. of weeks: 22 + 8 = 30

usage: 10 boats/day x 7 days/wk = 70 uses/wk

total: 30 x 140 4,200

Off Season - exlcude regatta & distance

no. of weeks: 52 - 22 - 8 = 22 weeks

usage: 25 boats/day x 7 days/ wk = 140 uses/wk

total: 20 x 140 = 2,800

**Other Deep Water Access Users**

Fishing Kayaks

avg 2 kayaks per day x 365 730

Pleasure kayakers

avg 4 per day x 365 days 1,460

Standup paddlers

avg 4 per day x 365 days 1,460

Divers & Snorkelers

avg 6 pers/day x 365 2,190

avg 6 pers/day x 365 2,190

**Bathers**

Avg 20 trips per day x 3 person/ trip = 60 uses/day  
 Total Usage: 60 uses/day x 365 days/year = 21,900

**Total usage** 59,394

Assume 10% of the time weather prevents usage (5,939)

Net annual added usage **53,455**

**This is an average daily usage of 146 people per day.**

**COST**

**Canoe Launch Bay**

Design & Approval Process 100,000  
 Construction 475,000  
 Construction Management 25,000  
**Subtotal - Create Canoe Launch Bay 600,000**

Restroom & Outdoor Shower - Allow 200,000

**Total 800,000**

**Discussion of Advantages**

- Additional Canoe Launch and Storage area in proximity to population center
- Proximity to proposed canoe hales
- Ample parking will attract local resident population as well as visitors
- Relief of canoe traffic and increased availability of Kamakahono Beach area
- Relief of traffic congestion to Kailua Pier area proximity
- Availability of recreational space in immediate area for family members of paddlers; which allows families to stay together and play together



KIMURA INTERNATIONAL INC.

February 7, 2011

Mr. John Moore  
73-1225 Kaulaniakea Drive  
Kailua-Kona, HI 96740

Dear Mr. Moore:

Subject: Draft Environmental Assessment  
Kailua Park (“Old Airport Park” or “Maka‘eo”) Master Plan  
Kailua-Kona, Island of Hawai‘i  
TMK [3] 7-5-005:007 and 083

Thank you for your comments dated August 28, 2010 and sent via e-mail on August 30, 2010. The Department of Parks and Recreation (DPR) recognizes the community’s desire to develop a canoe launch site at the park. As a result of input from your group during the master planning process, the plan identifies a potential launch site makai of the proposed canoe halau complex. However, the DPR recognizes that there are unresolved issues and complex environmental considerations associated with development of a canoe launching area.

First, there appear to be varying opinions on whether a canoe launch site should be developed on the property. During the planning process, several long-time Kona residents, including some with family ties to Maka‘eo, expressed reservations about a new canoe launch area. Like you, these residents feel strongly that the park’s oceanfront areas are a precious resource. However, their preference was to keep these areas in passive open space, and to avoid major active uses along the shoreline. While the canoe halau complex is a long-standing proposal, use of the complex does not require a launch site on the property, as canoes are taken by trailer to the Kailua-Kona pier for launch. Given that there are differing opinions on the development of a canoe launch area, more public discussion is needed.

Second, there is an unresolved issue regarding the off-shore designated as the “Old Kona Airport Marine Life Conservation District (MLCD).” This 217-acre marine preserve was created in 1992 and is managed by the State’s Department of Land and Natural Resources (DLNR) Division of Aquatic Resources. The DLNR regulates fishing and gathering activities, and has designated a “no boating zone” in certain areas off the park. Further coordination is needed with DLNR to ensure that plans for a canoe launch area are acceptable and compatible with the MLCD designation.

Finally, as you know, there are many other environmental and regulatory challenges associated with your proposal. Construction of a canoe launch cove and off-shore excavation will require extensive oceanographic, water quality, and marine biological studies, as well as permits and approvals from the U.S. Army Corps of Engineers, Department of Land and Natural Resources, National Marine Fisheries Service, Department of Health, and other State and federal agencies. Because the environmental issues associated with in-water construction are so complex and distinct from the other master plan proposals, the DPR chose to limit the master plan to land-based proposals within the park boundaries.

In summary, the master plan will continue to identify the area as a “potential canoe launching site.” However, we recommend further investigation and public discussion on your proposal. Should your group decide to pursue this project, please keep in mind that a separate EA or Environmental Impact Statement (EIS) will be required, as it was not evaluated in the current EA. The information on the canoe launch cove that you provided in your e-mail will be included in the Final EA.

If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.

A handwritten signature in black ink, appearing to read "Glenn T. Kimura", with a long horizontal flourish extending to the right.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation



QUEEN LILI'UOKALANI TRUST

*Created by Her Late Majesty Queen Lili'uokalani*

September 22, 2010

RECEIVED SEP 23 2010

Mr. James Komata  
Park Planner  
County of Hawaii  
Department of Parks and Recreation  
101 Pauahi Street, Suite 6  
Hilo, HI 96720

Dear Mr. Komata:

Subject: Kailua Park (aka Old Airport Park/Maka`eo Master Plan) – Draft Environmental Assessment, North Kona District, Kailua-Kona, Hawaii, Tax Map Key Nos: (3) 7-5-005: 007 & 083

The Queen Lili'uokalani Trust ("Trust") is in receipt of Kimura International's letter requesting comments on the Kailua Park Master Plan's Draft Environmental Assessment ("DEA"). We have reviewed the subject document and offer the following comments:

1. As stated in the DEA, Section 1.4.2, the Trust confirms its willingness to work cooperatively with the County to ensure a compatible and mutually beneficial interface between Trust lands and the park.
2. Alignment clarification of Kuakini Highway adjacent to Kailua Park.
  - a. As stated on Page 5-9, the proposed project would construct an extension of Kuakini Highway between its current terminus near the park and Kealakehe Parkway. We suggest the proposed alignment be consistent with the Kona Community Development Plan (CDP) and request that the County work with us to ensure a mutually beneficial alignment.
  - b. The Kona CDP indicates a possible transit hub at Maka`eo. We support this effort and would like to work with the County to create a safe and convenient place for bus passenger drop-off and pick-up.
3. New access road proposes the re-alignment of Makala Boulevard.
  - a. Creating a new "urban design focal point for the park" is proposed in Alternatives 2 and 3. In order to achieve this, a re-alignment of Makala Boulevard is proposed in the DEA. Since the re-alignment would impact the Trust's lands, we request that the County work with us to ensure a compatible and mutually beneficial alignment.

- b. As stated in Alternative 2, we strongly encourage the preservation of the former airport terminal with its distinctive roof style. The historic reminder of the original Kona Airport should play a more prominent role in the park's redevelopment.
    - c. A roundabout is shown in Alternatives 2 and 3. Please explain the benefits of having a roundabout on a regional highway.
  4. Cultural preserve at the northern end of the project site.
    - a. The north and east portions of the park were acquired from the Trust through two condemnation actions by the Territory of Hawaii in 1948 and 1954. This action was taken for the purposes of developing the Kona Airport. Since these lands were part of the original Trust holdings, we feel that the County's direction in establishing and maintaining a cultural preserve at the northern end of the park and adjacent to Pawai Bay is appropriate.
    - b. All three Alternatives incorrectly label Pawai Bay as Papawai. Please correct the DEA figures to avoid any confusion with the Trust's campsite known as Papawai.
  5. Relocation of the County and State Base Yards.
    - a. Section 1.4.1 states that an unresolved issue relates to the relocation of the County and State base yard facilities.
    - b. In Alternative 2, the Department of Parks and Recreation and the State DLNR/DOCARE base yards and offices are shown on Trust lands mauka of the park. As stated in the DEA, Section 3.4 on page 3-7, the park land that these two facilities "occupy can be better utilized by a recreation-related function." Likewise, the Trust lands are zoned MCX-20 and can best generate more tax revenue for the County if it is placed into a higher and better use related to mixed-use commercial. We recognize that these locations may be "placeholders" for possible locations and request that the notation be removed. We further suggest that the base yards be relocated to the proposed future regional park in Kealakehe where it can best service the needs of the County and State facilities.
    - c. In Section 3.5, the fourth bullet on Page 3-8, a "new permanent county base yard" is indicated. However, on page 3-10, the last bullet indicates that the Department of Parks and Recreation (County) base yard will be relocated outside the project area, noting that space is unavailable on site to accommodate these uses. Please clarify the situation.
  6. Shared Multi-Use Bike and Pedestrian Path.
    - a. A shared multi-use bike and pedestrian path is proposed around the entire park. We would encourage the connection to Kailua Village along Kuakini Highway and through other possible routes to allow for a more pleasant experience for the resident and tourist alike. We would like to see sidewalks on both sides of the roadway and possibly a bike route on the makai side of Kuakini Highway.

- b. With the additional sports areas related to tennis, baseball, soccer, and football, and a new youth and senior center, improvements to the existing Kuakini Highway should be development concurrently with the redevelopment of the park and continue on the new portion connecting to the future regional park. Public safety related to pedestrians and bikers should be a priority.
  - c. All three Alternatives indicate a possible connection along the shoreline in the Kohala direction, referencing the conceptual Ala Kahakai trail alignment. Note that the Trust does not yet have a definitive agreement with DLNR Na Ala Hele or the National Park Service on this conceptual project as to it traversing Trust lands. In addition, Alternatives 1 and 3 note the Ala Kahakai as a separate walking trail. However, Alternative 2 notes that it would be combined with the multi-use path. Please clarify the situation.
7. Greenwaste Composting Center.
  - a. In Alternatives 2 and 3, a Greenwaste Composting Center is shown. What is the approximate land area for this function?
  - b. Due to the proximity of this site to the cultural preserve, we suggest consultation with lineal and cultural descendants.
8. The archaeological mitigation should include discussions with the recognized lineal and cultural descendants of the Keahuolū ahupua`a.
9. In Section 4.6, Traffic and Transportation, a traffic analysis was prepared as part of the DEA by Julian Ng, Inc. The sources listed are:
  - a. Traffic Impact Report for Kona Commons, dated July 2005
  - b. Traffic Impact Analysis Report for the Proposed Ane Keohokalole Highway Extension, dated April 2009.

We suggest including the Queen Kaahumanu Highway traffic information prepared for the Kamakana Villages at Keahuolū project by Forest City and the State Hawaii Housing Finance and Development Corporation. Based on this additional information, an update to the information provided in the DEA should be included.
10. In Section 4.6.1, Vehicular Circulation, a future roadway connection from the west end of the park to connect to the Kealakehe Regional Park is indicated. Since this future roadway would impact the Trust's lands, we request that the County work with us to ensure a mutually beneficial solution.
11. In Section 4.6.2, Paths, Trails and Greenways, Future Greenway Connections are described to include a "greenway" that could connect the future regional park in Kealakehe to the Park and the beach. The Trust requests that the County work with us to incorporate this future connection as the two parks develop.

Mr. James Komata  
September 22, 2010  
Page 4

In summary, the Trust supports the County's efforts to redevelop Kailua Park into a premier community amenity – a place for families to gather, enjoy recreational activities, and experience the unique beach front location in North Kona.

Should you have any questions as to our comments, please contact me or Michele Otake at (808) 203-6150. Thank you for the opportunity to participate in the EA process.

Sincerely,

A handwritten signature in black ink, appearing to read "LeeAnn E.P. Crabbe". The signature is fluid and cursive, with the first name "LeeAnn" being the most prominent part.

LeeAnn E.P. Crabbe  
Vice President

cc: Leslie Kurisaki, Kimura International, Inc.



KIMURA INTERNATIONAL INC.

February 7, 2011

Ms. LeeAnn E.P. Crabbe, Vice President  
Queen Lili'uokalani Trust  
Alakea Corporate Tower  
1100 Alakea Street, Suite 1100  
Honolulu, Hawai'i 96813

Dear Ms. Crabbe:

Subject: Draft Environmental Assessment  
Kailua Park ("Old Airport Park" or "Maka'eo") Master Plan  
Kailua-Kona, Island of Hawaii  
TMK [3] 7-5-005:007 and 083

Thank you for your Draft EA comment letter to Mr. James Komata of the County of Hawai'i Department of Parks and Recreation (DPR) dated September 22, 2010. On behalf of the DPR, we provide the following responses to your comments.

1. Trust is willing to work with County for compatible and mutually beneficial interface between its lands and the park.

*Response:* Thank you for your cooperation and for your participation during the master planning process. The County DPR looks forward to continued partnership with you in our respective development processes.

2a. As stated on Page 5-9, the proposed project would construct an extension of Kuakini Highway between its current terminus near the park and Kealakehe Parkway...Suggest that proposed alignment be consistent with the Kona CDP.

*Response:* The County DPR is not proposing to construct an extension of Kuakini Highway as part of this master plan, as it is outside the current project area. The statement being cited on Page 5-9 ("*This proposal would construct an extension of Kuakini Boulevard between its current terminus near the park and Kealakehe Parkway.*") is referring to a proposal in the Kona CDP, not a proposal in the master plan. The County is in complete agreement that any proposed alignment should be consistent with the Kona CDP, and will support this.

2b. Support the development of a transit hub at Makaeo (as indicated in Kona CDP) and would like to work with County to create safe, convenient place for passenger drop-off and pick-up.

*Response:* The master plan also endorses a possible transit hub at the park. During the master planning process, the area near the realigned Makala Road entrance was identified as an appropriate place for passenger drop off and pick up. In Figure 3, Final Master Plan, the proposed transit route is indicated by red dotted lines. The intent was to have the bus stop at the youth/senior center and at the swimming pool complex.

3a. Realignment of Makala Boulevard (proposed in Alternatives 2 and 3) would impact the Trust's land, and request coordination with the County.

*Response:* The County will work with the Trust to ensure a compatible and mutually beneficial alignment.

3b. Strongly encourage preservation of former airport terminal with distinctive roof style. Original Kona Airport should play a more prominent role in park's redevelopment.

*Response:* We agree with this concept. The intent of the plan is to salvage the pavilion and restroom portion of the terminal which has the distinctive roof, and incorporate this design into future improvement of the structure. The plan shows this portion of the former terminal as a restroom.

3c. Explain benefits of roundabout (Alternatives 2 and 3) on a regional highway.

*Response:* The roundabout is intended as an urban design focal point to signal to travelers that they have arrived at an important destination, the hub of the park.

We disagree with your statement that the roundabout is located on a "regional highway." The affected roadways are all local streets that are intended to serve adjoining properties. The connections that the streets provide could "upgrade" the functions to collector status, but definitely not to a regional highway. The names "Kuakini Highway" and "Makala Boulevard" are the result of larger roadways being extended into the old airport area and are not reflective of the functions of the roadways in the area.

4a. Establishing and maintaining a cultural preserve at the north end of the park and adjacent to Pawai Bay is appropriate.

4b. Alternatives inaccurately label Pawai Bay as Papawai.

*Response:* Labels on the alternatives will be changed to "Pawai Bay."

5a. Relocation of County and State base yard facilities is an unresolved issue.

*Response:* We acknowledge that this remains an unresolved issue.

5b. Request that Trust land mauka of the park not be shown as a possible relocation site for the base yards (Alternative 2). Suggest that base yards be relocated to the proposed regional park in Kealakehe where it can best serve needs of County and State facilities.

5c. Alternative 3 proposes a location for a new permanent County base yard (fourth bullet on page 3-8); however, the last bullet under the same alternative indicates that locations for the County and State base yards must be identified outside the project area. Inconsistency should be explained.

*Response to 5b and 5c:* Chapter 3 of the EA shows the various alternatives that were discussed and evaluated during the planning process. The components of each alternative, such as the base yard locations, were intended to be a starting point to generate ideas for community discussion, and not necessarily a recommendation. Parts of each alternative were used to generate the final, preferred plan.

The base yard site in Alternative 3 is intended to be a temporary location, until a permanent site is found off the property. Again, this permanent location is undetermined.

6a. Encourage development of a path connection to Kailua Village along Kuakini Hwy and along other possible routes. Would like to see sidewalks on both sides of the road and possible bike route on the makai side of Kuakini Hwy.

6b. Improvements to Kuakini Hwy should be made concurrently with park redevelopment. Safety for pedestrians and bicyclists should be a priority.

6c. All three alternatives indicate possible shoreline connection referencing conceptual Ala Kahakai Trail alignment. There is no definitive agreement with DLNR Na Ala Hele or the National Park Service allowing the trail to traverse Trust lands. Alternatives 1 and 3 indicate that the Ala Kahakai would be a separate walking trail. Alternative 2 indicates that it should be combined with the multi-use path. Clarify the distinction between these concepts.

*Response to 6a, 6b and 6c:* The plan strongly supports the concept of connections to Kailua Village along Kuakini Highway and other routes, pedestrian and bicycle improvements along Kuakini Highway, and expanded shoreline connections. Most of these improvements are beyond the scope of our project, and we acknowledge that further efforts are needed to plan and implement them. However, we have chosen to show these future connections in the plan because we endorse them and believe that their development is important not only for the success of the park, but for the entire Kailua-Kona region.

As noted previously, the variations shown on the alternatives should not be of concern, as they were intended to stimulate discussion during the planning process, and do not represent a recommendation.

7a. A greenwaste composting center is shown in Alternatives 2 and 3. What is the approximate land area for this function?

*Response:* The greenwaste composting center was shown as approximately 0.75 acres in Alternative 2, and 1.5 acres in Alternative 3. The center was a feature that was eliminated in the final preferred plan.

7b. Suggest consultation with lineal and cultural descendents due to proximity to the cultural preserve.

8. Archaeological mitigation should include discussions with recognized lineal and cultural descendents.

*Response to 7b and 8:* Lineal and cultural descendents were consulted during the Cultural Impact Assessment (CIA) conducted by Cultural Surveys Hawai'i (see Appendix C of the Draft EA). Cultural Surveys Hawai'i attempted to contact 30 community members and 18 people responded. Ten *kūpuna* and/or *kama'āina* were interviewed for more in-depth contribution, including the Lui, Kunewa and Kailiwai 'ohana. Among the recommendations is for the Lui, Kunewa, and Kailiwai 'ohana to be consulted in the handling of family burials or other cultural findings, as well as during the interpretation, restoration and preservation of the cultural resources.

9. Suggest that the traffic impact analysis include traffic information prepared for the Kamakana Villages at Keahuolu project.

*Response:* Section 4.6 in the Final EA will be revised to include the 2010 traffic information from the Kamakana Villages project

10. A future roadway connection from the west end of the park to the proposed Kealakehe Regional Park would impact Trust lands and consultation is requested.

*Response:* This future roadway is not part of the Kailua Park Master Plan effort. However, if and when this future connection is proposed, the County will work with the Trust to ensure a mutually beneficial solution.

11. Greenway connections are proposed to connect the future Kealakehe Regional Park to Kailua Park and the beach. Request consultation as greenway connections are developed.

*Response:* The County will consult with Trust as greenway connections are developed.

Thank you again for your comments. If you have additional comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.



Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai'i County Department of Parks and Recreation

**Leslie Kurisaki**

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**From:** Oldwolfes [oldwolfes@aol.com]  
**Sent:** Monday, September 06, 2010 11:45 AM  
**To:** lkurisaki@kimurainternational.com  
**Subject:** Kailua Park Plan DEA Comments

Aloha, It looks like a good plan, thank you. My personal concern is the homeless cats. A way of incorporating use of plantings , archeological sites and feeding stations including water for the cats could be incorporated and be a win win solution. Keeping the cats out of the way but easy for the feeders to get to as most are elderly would be ideal. Spay neutering the existing cats and monitoring new cats that are abandoned there would be desirable. Thank you , Margie Wolfe

**Leslie Kurisaki**

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**From:** info@letusrunourdogs.org  
**Sent:** Wednesday, September 01, 2010 5:11 PM  
**To:** Leslie Kurisaki  
**Subject:** RE: Kailua Park Plan Draft EA now available for public review!

Aloha Leslie,

Thank you for sending me the draft for the Enviromental Assessment. I was looking over it and I noticed that it still states dog park providing the amendment of the leash law. Well we did amend the leash law and thereis a copy on our website, [letusrunourdogs.org](http://letusrunourdogs.org). Please review this and let me know if any further information is needed to lock in this dog park. Also can you tell me how long are we looking at for any further progress on the project being accepted and when we can expect to be able to start with our part. I know that the Parks and Recreation dept. has to give the o.k. also.

Mahalo,  
Tania Orol  
President  
Let Us Run Our Dogs



KIMURA INTERNATIONAL INC.

February 7, 2011

Ms. Tania Orol, President  
Let us Run Our Dogs  
73-1146 Mahilani Dr.  
Kailua-Kona 96740

Dear Ms. Orol:

Subject: Draft Environmental Assessment  
Kailua Park (“Old Airport Park” or “Maka‘eo”) Master Plan  
Kailua-Kona, Island of Hawai‘i  
TMK [3] 7-5-005:007 and 083

Thank you for your email to Leslie Kurisaki sent on September 1, 2010 inquiring about the status of the proposed dog park and clarifying that the County leash law has been amended. Your e-mail asked that we review the information and *“let me know if any further information is needed to lock in this dog park. Also can you tell me how long are we looking at for any further progress on the project being accepted and when we can expect to be able to start with our part. I know that the Parks and Recreation Dept. has to give the o.k. also.”*

To answer your questions, we followed up with the County Department of Parks and Recreation. Unfortunately, they informed us that Hawai‘i County Code, Chapter 4, Section 4-18(a) prohibits designating a portion of the Old Kona Airport as a dog park. That section states as follows:

*“Except as otherwise provided, it shall be unlawful for any person to take or permit any dog, cat, other domestic animal, whether loose or on a leash or in restraint on or about any County beach park. . . .”*

[emphasis added]. Hawai‘i County Code, Section 4-18(a).

So even though Hawai‘i County Code, Chapter 15, Article 11 created a mechanism for establishment of County park areas to be designated as dog parks, the designation of such areas are still subject to the terms of Hawai‘i County Code, Chapter 4. Therefore, any designation of the Old Kona Airport, or parts thereof, as a dog park would conflict with prohibition found in Hawai‘i County Code, Section 4-18.

In light of this new information, we are proposing that the “potential dog park” be removed from the Kailua Park master plan and relocated to a future regional park at Kealakehe. During the Kailua Park master planning process, the DPR agreed to include a “potential dog park” because it appeared that the necessary change to County leash law was imminent. We now know that the regulatory hurdles are more onerous.

We would like to reiterate that from a planning and land use perspective, Kailua Park is not the best place for a dog park. This property represents the last remaining, publicly-owned oceanfront resource in West Hawaii, and the northern-most area contains many sensitive cultural resources. In this area, the master plan calls for maximizing passive open space, optimizing the ocean front location, and creating a cultural preserve. While we understand your group’s passionate desire for a dog park, such a use would be more appropriate at a site without an ocean front setting.

A more appropriate location for a dog park is the future regional park in Kealakehe. The regional park would offer more land, where adequate buffers could be provided between the dog park and other uses. The DPR intends to begin master planning the regional park within the next one to two years. We strongly encourage your group to focus its efforts there, where a dog park would be allowed under the amended leash law, with the DPR Director’s approval. Mr. Bob Fitzgerald has indicated he will fully endorse and support a dog park at the new regional park. He suggested you may want to contact Mr. Bo Kahui (phone 896-2252; [bokahui@yahoo.com](mailto:bokahui@yahoo.com)) to be part of the Kealakehe Regional Park Community Advisory Group. This group meets once a month to discuss the regional park.

On behalf of the DPR, we thank you for your continued interest and participation in the planning process. If you have future comments or questions, please feel free to call Leslie Kurisaki at (808) 944-8848.

Sincerely,

KIMURA INTERNATIONAL, Inc.

A handwritten signature in black ink, appearing to read "Glenn T. Kimura", with a long horizontal flourish extending to the right.

Glenn T. Kimura, President

Cc: Robert Fitzgerald, Hawai‘i County Department of Parks and Recreation