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April 24, 2014

Jessica Wooley, Director
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu HI 96813

Subject: Final Environmental Assessment and Finding of No Significant Impact for Ali'i Drive Shoulder Improvements in the Vicinity of Islander Inn, TMK 7-5-008:001 and 003; Right-of-way of Ali'i Drive, Island of Hawai'i

With this letter, the Hawai'i County Department of Public Works (DPW) hereby transmits the final environmental assessment and finding of no significant impact (FEA-FONSI) for the Ali'i Drive Shoulder Improvements in the Vicinity of Islander Inn project for publication in the next available edition of the Environmental Notice.

Enclosed is a completed OEQC Publication Form, one copy of the FEA-AFONSI, a CD with an Adobe Acrobat PDF file of the same and an electronic copy of the publication form in MS Word.

Please contact Ben Ishii of DPW at 961-8423 if you have any questions.

Sincerely,

Warren H.W. Lee, P.E.
Director

Cc: Geometrician Associates

Project Name Ali'i Drive Shoulder Improvements in the Vicinity of Islander Inn
Island: Hawaii
District: North Kona
TMK: (3rd) 7-5-008:001 and 003; Right-of-way of Ali'i Drive
Permits: County of Hawai'i, Department of Public Works: Grubbing and Grading Permits, Permit for Work in County ROW
County of Hawai'i, Planning Department Plan Approval
County of Hawai'i, Special Management Area Permit or Exemption
Department of Health, Community Noise Control Permit (potential)

Proposing/Determination Agency:

Hawai'i County Department of Public Works
101 Pauahi Street, Suite 7
Hilo, Hawai'i 96720
Attn: Ben Ishii, Engineering Division Chief
Ph. (808) 961-8423

Consultant:

Geometrician Associates
PO Box 396
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Ron Terry Ph. (808) 969-7090 rterry@hawaii.rr.com

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OFC. OF ENVIRONMENTAL QUALITY CONTROL

Status (check one only):

__DEA-AFNSI — Submit the proposing agency notice of determination/transmittal on agency letterhead, a hard copy of DEA, a completed OEQC publication form, along with an electronic word processing summary and a PDF copy (you may send both summary and PDF to oeqchawaii@doh.hawaii.gov); a 30-day comment period ensues upon publication in the periodic bulletin.

_x_FEA-FONSI — Submit the proposing agency notice of determination/transmittal on agency letterhead, a hard copy of the FEA, an OEQC publication form, along with an electronic word processing summary and a PDF copy (send both summary and PDF to oeqchawaii@doh.hawaii.gov); no comment period ensues upon publication in the periodic bulletin.

__FEA-EISPN — Submit the proposing agency notice of determination/transmittal on agency letterhead, a hard copy of the FEA, an OEQC publication form, along with an electronic word processing summary and PDF copy (you may send both summary and PDF to oeqchawaii@doh.hawaii.gov); a 30-day consultation period ensues upon publication in the periodic bulletin.

__Act 172-12 EISPN — Submit the proposing agency notice of determination on agency letterhead, an OEQC publication form, and an electronic word processing summary (you may send the summary to oeqchawaii@doh.hawaii.gov). NO environmental assessment is required and a 30-day consultation period upon publication in the periodic bulletin.

__DEIS — The proposing agency simultaneously transmits to both the OEQC and the accepting authority, a hard copy of the DEIS, a completed OEQC publication form, a distribution list, along with an electronic word processing summary and PDF copy of the DEIS (you may send both the summary and PDF to oeqchawaii@doh.hawaii.gov); a 45-day comment period ensues upon publication in the periodic bulletin.

__FEIS — The proposing agency simultaneously transmits to both the OEQC and the accepting authority, a hard copy of the FEIS, a completed OEQC publication form, a distribution list, along with an electronic word processing summary and PDF copy of the FEIS (you may send both the summary and PDF to oeqchawaii@doh.hawaii.gov); no comment period ensues upon publication in the periodic bulletin.

__ Section 11-200-23 Determination — The accepting authority simultaneously transmits its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS to both OEQC and the proposing agency. No comment period ensues upon publication in the periodic bulletin.

__Section 11-200-27

Determination	The accepting authority simultaneously transmits its notice to both the proposing agency and the OEQC that it has reviewed (pursuant to Section 11-200-27, HAR) the previously accepted FEIS and determines that a supplemental EIS is not required. No EA is required and no comment period ensues upon publication in the periodic bulletin.
__Withdrawal (explain)	

Summary (Provide proposed action and purpose/need in less than 200 words. Please keep the summary brief and on this one page):

The Hawai'i County Department of Public Works proposes shoulder improvements to Ali'i Drive in Kailua-Kona. The purpose is to widen the mauka shoulder of Ali'i Drive to a consistent five feet along an approximately 350-foot long stretch adjacent to the Kona Islander Inn and the Kona Ali'i Condominium in order to improve pedestrian safety on this busy roadway. Currently, pedestrians walk in an area that provides inadequate separation from the motor vehicle lane. In order to widen the shoulder, the project will remove existing low walls and vegetation, grade and pave the new shoulder area, build a new mortared lava rock wall at the mauka edge of the shoulder, and replace signs, utility boxes, and crosswalks. All coconut trees fronting the Islander Inn will remain, and ornamental palm trees or native vegetation will be replanted fronting the Kona Ali'i building. Construction will involve closure of one lane during daytime construction hours, with a flagman to alternate the direction of flow, and is expected to last approximately three months. Travel lanes will be repaved but no travel lane widening will occur. Best Management Practices will ensure that construction does not affect water quality in Kailua Bay. The site is completely developed and no significant biological, archaeological or cultural resources are present.

FINAL ENVIRONMENTAL ASSESSMENT AND FONSI

Ali‘i Drive Shoulder Improvements In the Vicinity of Islander Inn

TMKs: (3rd) 7-5-008:001 and 003; Right-of-way of Ali‘i Drive
Hienaloli 4th and 5th, North Kona District, Hawai‘i Island, State of Hawai‘i
County Job No. E-4229

May 2014

Prepared for:

County of Hawai‘i
Department of Public Works
101 Pauahi Street, Suite 7
Hilo, Hawai‘i 96720

FINAL ENVIRONMENTAL ASSESSMENT
AND FONSI

Ali‘i Drive Shoulder Improvements
In the Vicinity of Islander Inn

TMK: (3rd) -5-008:001 and 003; Right-of-way of Ali‘i Drive
Hienaloli 4th and 5th, North Kona District, Hawai‘i Island, State of Hawai‘i
County Job No. E-4229

PROPOSING/
APPROVING AGENCY:

County of Hawai‘i
Department of Public Works
101 Pauahi Street, Suite 7
Hilo, Hawai‘i 96720

CONSULTANT:

Geometrician Associates LLC
PO Box 396
Hilo, HI 96721

CLASS OF ACTION:

Use of County Lands and Funds

This document is prepared pursuant to:

The Hawai‘i Environmental Protection Act,
Chapter 343, Hawai‘i Revised Statutes (HRS), and
Title 11, Chapter 200, Hawai‘i Department of Health Administrative Rules (HAR).

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SUMMARY OF THE PROPOSED ACTION, ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The Hawai‘i County Department of Public Works proposes shoulder improvements to Ali‘i Drive in Kailua-Kona, Hawai‘i. The project purpose is to widen the *mauka* shoulder of Ali‘i Drive to a consistent five feet along an approximately 350-foot long stretch adjacent to the Kona Islander Inn and the Kona Ali‘i Condominium in order to improve pedestrian safety on this busy roadway. Currently, pedestrians walk in an area that provides inadequate separation from the motor vehicle travel lane. In order to widen the shoulder, the project will remove existing low walls and vegetation, grade and pave the new shoulder area, build a new mortared lava rock wall at the *mauka* edge of the shoulder, and replace signs, utility boxes, crosswalks, etc., that need to be temporarily removed. All coconut trees fronting the Islander Inn will remain, and ornamental palm trees will be replanted fronting the Kona Ali‘i building. Construction will involve closure of one lane during daytime construction hours and is expected to last approximately three months. Travel lanes will be repaved but no travel lane widening will occur. Best Management Practices will ensure that construction does not affect water quality in Kailua Bay. The site is completely developed and no significant biological, archaeological or cultural resources are present.

PART 1: PROJECT DESCRIPTION, PURPOSE AND NEED AND ENVIRONMENTAL ASSESSMENT PROCESS

1.1 Project Location, Description and Purpose and Need

The Hawai‘i County Department of Public Works (DPW) proposes shoulder improvements to Ali‘i Drive in Kailua-Kona, Hawai‘i (Figures 1-2). The purpose is to widen the *mauka* shoulder of Ali‘i Drive along an approximately 350-foot long stretch adjacent to the Kona Islander Inn (TMK 7-5-008:003) and the Kona Ali‘i Condominium (TMK 7-5-008:001) in order to improve pedestrian safety on this busy roadway. Within its approximately 25-foot wide right-of-way (ROW), Ali‘i Drive accommodates two-way traffic for vehicles including bicycles, autos, delivery trucks, heavy trucks and large tour buses. The posted speed limit here is 15 MPH, with no on-street parking. Pedestrians now walk in an area with inadequate separation from the motor vehicle travel lane (Figure 3).

The project will expand the right of way and paved shoulder on the *mauka* side (see Site Plans in Figure 4, which are annotated portions of construction plans).[1] The paved shoulder here currently varies from as narrow as 1.5 to 5 feet. The project would acquire a strip of ROW varying from 0 to 8 feet in width along the frontage of the Kona Islander Inn and Kona Ali‘i properties. At the Kona Islander, the project will remove the existing low walls and some vegetation, grade and pave the new shoulder area to a standard width of 5 feet, and build a new 2.5-foot high, mortared lava wall at the *mauka* edge of the shoulder. All coconut trees fronting the Islander Inn will remain. In front of the Kona Ali‘i, the existing planter walls and sloped planted area will be replaced by two parallel mortared lava rock walls and a flat planted area. The terraced cross section will allow an area to replace the ornamental palms currently present <u>or plant new native vegetation</u>. The project will retain the current landscape values of rock walls and tropical vegetation. Signs, utility boxes, crosswalks, etc., requiring temporary removal will be replaced. Travel lanes will be repaved but no travel lane widening will occur. Construction will involve closure of one lane during daytime construction hours, <u>with flaggers alternating directions,</u> and will last about two to three months. <u>Due to limited space in the construction area, no staging area will be used for this project, and contractors will mobilize and demobilize each day.</u> The project is expected to cost $250,000.

1.2 Environmental Assessment Process

This Environmental Assessment (EA) process is being conducted in accordance with Chapter 343 of the Hawai‘i Revised Statutes (HRS). This law, along with its implementing regulations, Title 11, Chapter 200, of the Hawai‘i Administrative Rules (HAR), is the basis for the environmental impact

[1] Between 2004 and 2010 the County of Hawai‘i engaged in planning for the *Alii Drive Improvements Along Oneo Bay, Hualalai Road to Walua Road* project. The proposed project started at Hualalai Road in the north and ended at Walua Road to the south, a distance of about 2,440 feet. The project would have provided a more extensive array of pedestrian, landscaping, and scenic view improvements along Ali‘i Drive within the project limits that would have included: 1) landscape enhancements; 2) underground placement of existing overhead utility lines; and 3) construction of a new sea wall and walkway. The County intended to utilize Federal Highway Administration funds. A Draft EA was prepared for the project in June 2009 but the project was never finalized. The current project incorporates a more restricted range of pedestrian improvements within a corridor that is about 15 percent of the length of the larger project’s corridor.

Figure 1a Location Map

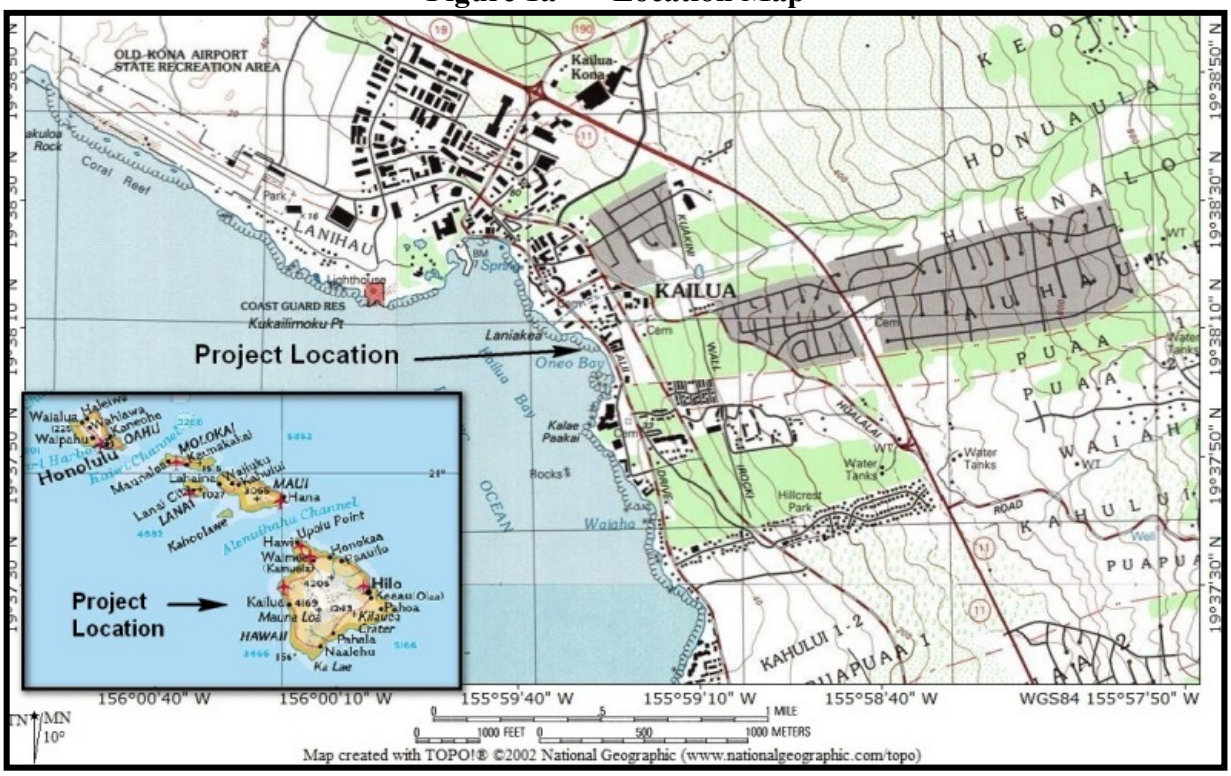
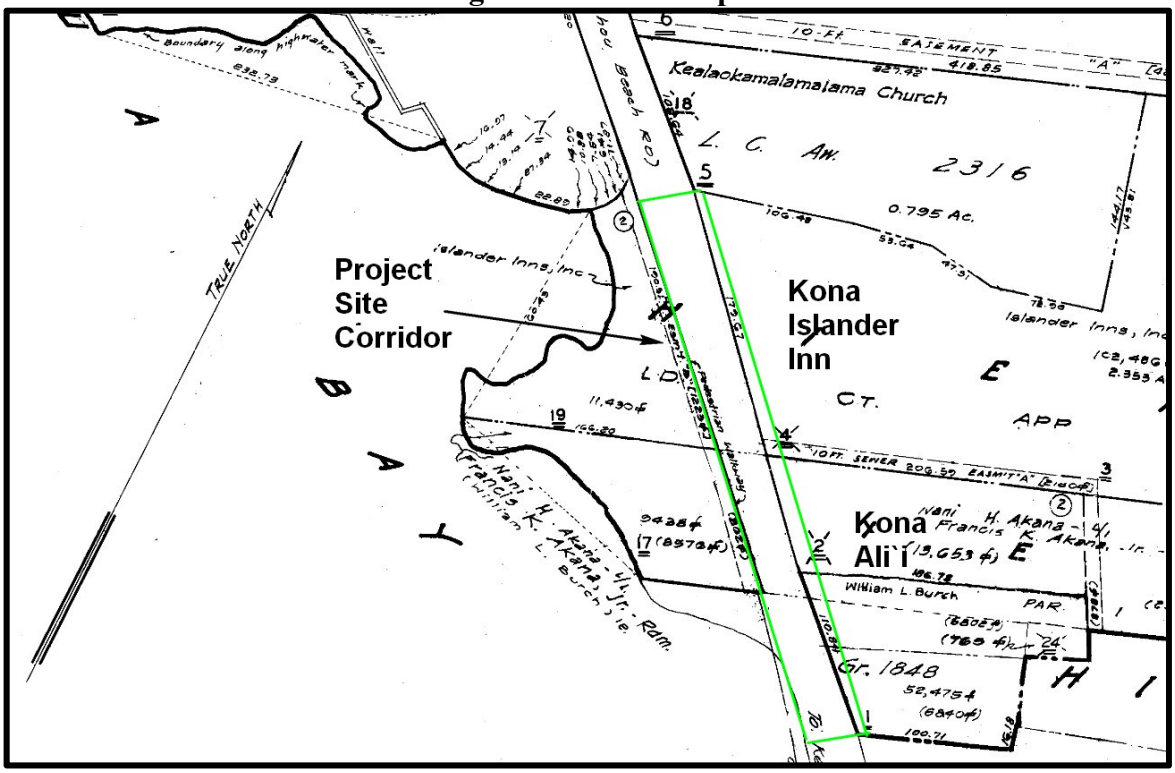
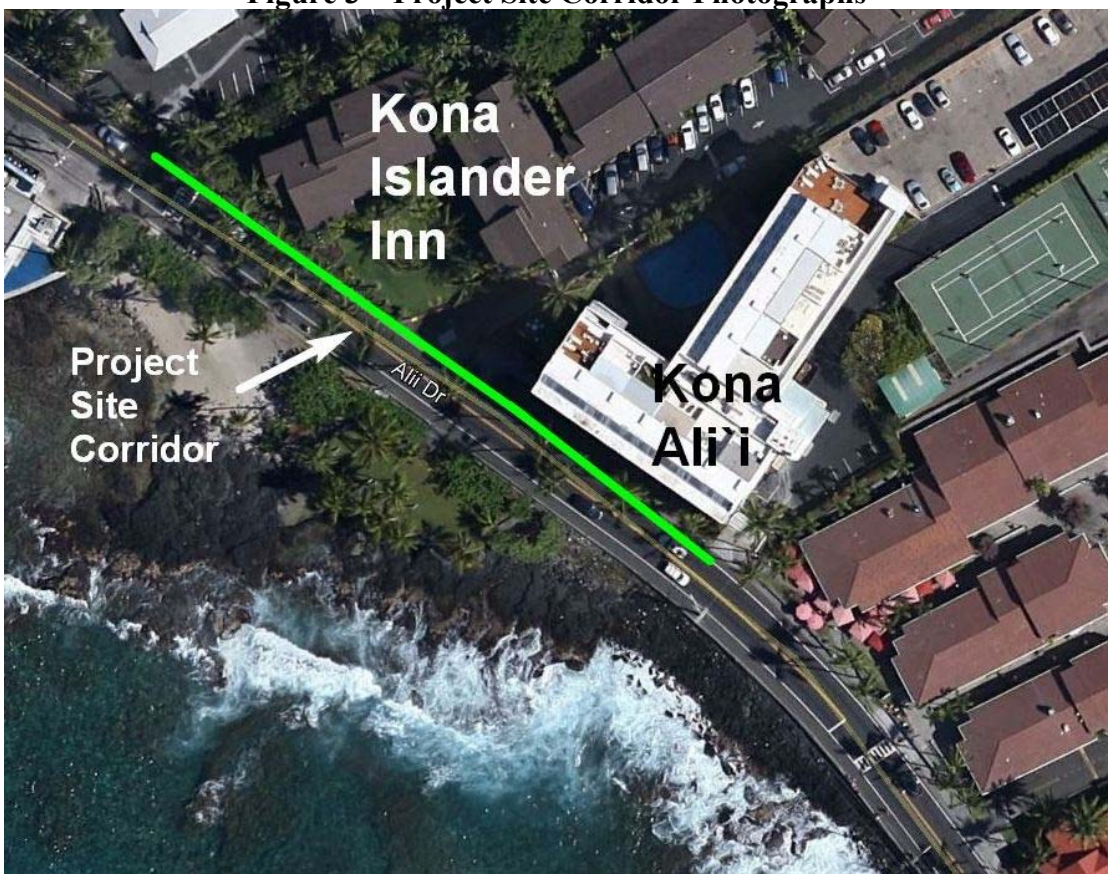


Figure 2 TMK Map



Source: Hawai‘i County Real Property Tax Maps, portion of Plat Map (3)-7-5-8. Some labels added.

Figure 3 Project Site Corridor Photographs



3a Airphoto ▲ ▼ 3b Narrow Shoulders at Kona Islander Inn

Figure 3 Project Site Photographs, continued

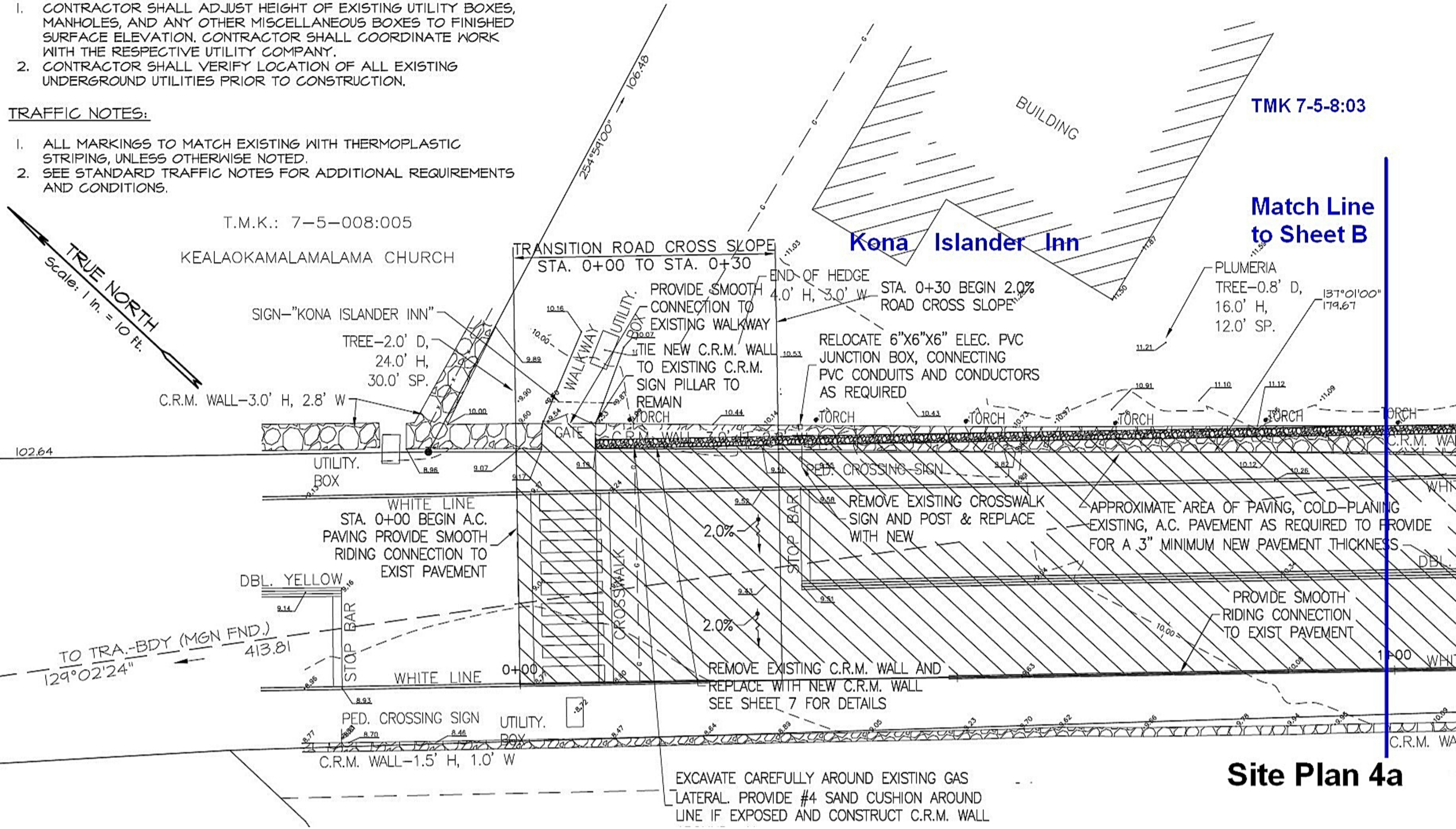
3c Narrow Shoulders at Kona Ali‘i ▲ ▼ 3d Unaffected Shoreline Area Makai of Ali‘i Drive

NOTES:

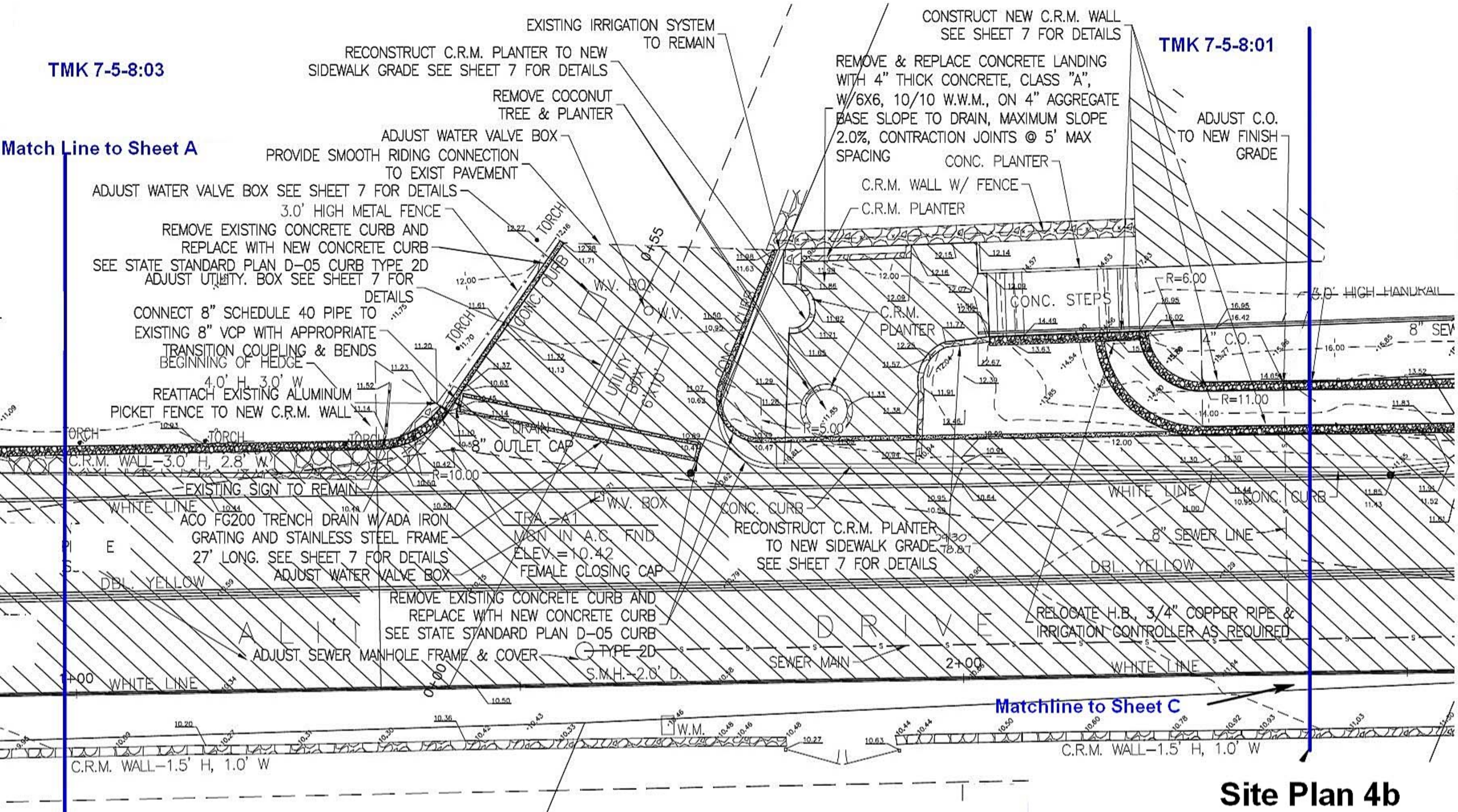
1. CONTRACTOR SHALL ADJUST HEIGHT OF EXISTING UTILITY BOXES, MANHOLES, AND ANY OTHER MISCELLANEOUS BOXES TO FINISHED SURFACE ELEVATION. CONTRACTOR SHALL COORDINATE WORK WITH THE RESPECTIVE UTILITY COMPANY.
2. CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.

TRAFFIC NOTES:

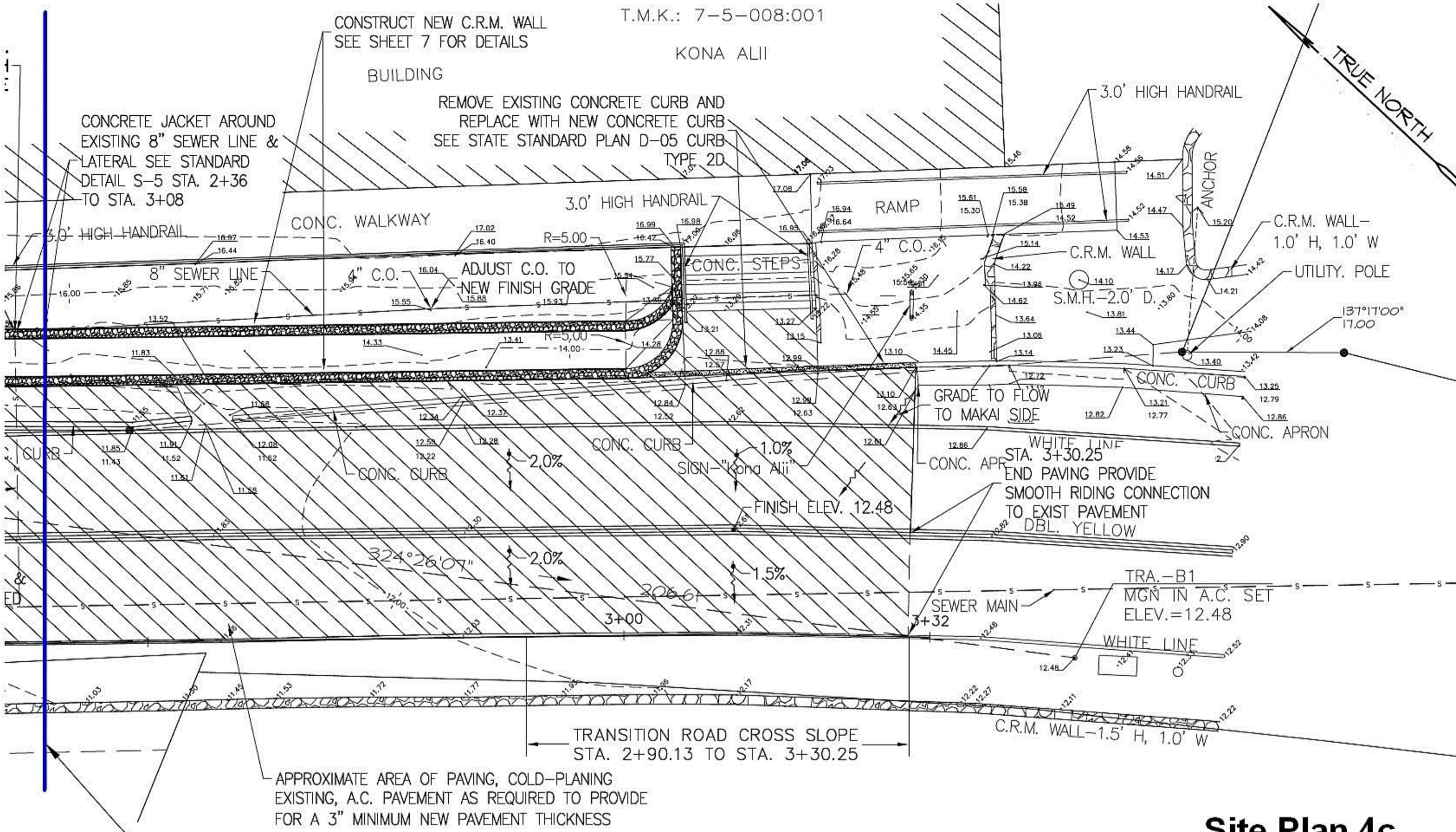
1. ALL MARKINGS TO MATCH EXISTING WITH THERMOPLASTIC STRIPING, UNLESS OTHERWISE NOTED.
2. SEE STANDARD TRAFFIC NOTES FOR ADDITIONAL REQUIREMENTS AND CONDITIONS.



Site Plan 4a

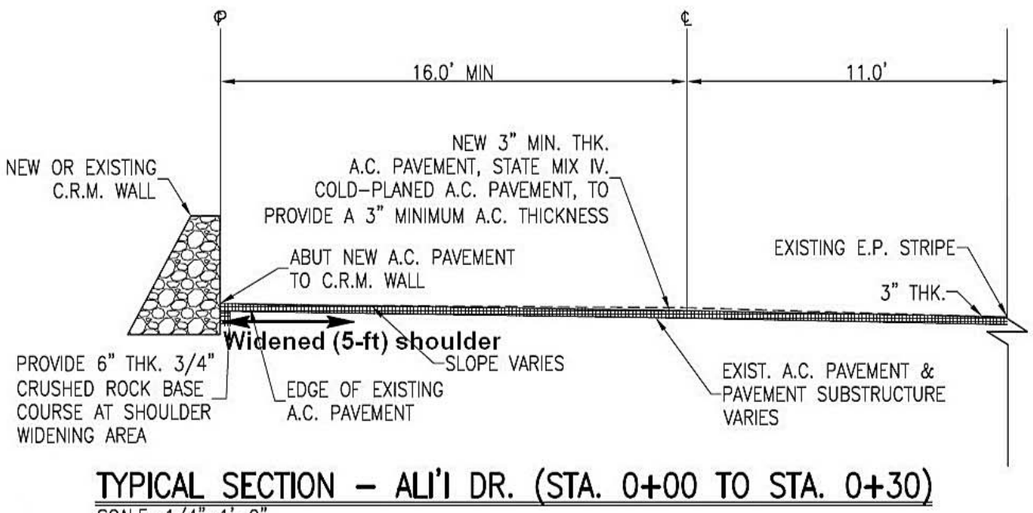

TMK 7-5-8:03
TMK 7-5-8:01
Match Line to Sheet A
Matchline to Sheet C
EXISTING IRRIGATION SYSTEM TO REMAIN
RECONSTRUCT C.R.M. PLANTER TO NEW SIDEWALK GRADE SEE SHEET 7 FOR DETAILS
REMOVE COCONUT TREE & PLANTER
ADJUST WATER VALVE BOX
PROVIDE SMOOTH RIDING CONNECTION TO EXIST PAVEMENT
ADJUST WATER VALVE BOX SEE SHEET 7 FOR DETAILS
3.0' HIGH METAL FENCE
REMOVE EXISTING CONCRETE CURB AND REPLACE WITH NEW CONCRETE CURB
SEE STATE STANDARD PLAN D-05 CURB TYPE 2D
ADJUST UTILITY. BOX SEE SHEET 7 FOR DETAILS
CONNECT 8" SCHEDULE 40 PIPE TO EXISTING 8" VCP WITH APPROPRIATE TRANSITION COUPLING & BENDS
BEGINNING OF HEDGE
4.0' H, 3.0' W
REATTACH EXISTING ALUMINUM PICKET FENCE TO NEW C.R.M. WALL
C.R.M. WALL-3.0' H, 2.8' W
EXISTING SIGN TO REMAIN
WHITE LINE
ACO FG200 TRENCH DRAIN W/ADA IRON GRATING AND STAINLESS STEEL FRAME 27' LONG. SEE SHEET 7 FOR DETAILS
ADJUST WATER VALVE BOX
DBL. YELLOW
REMOVE EXISTING CONCRETE CURB AND REPLACE WITH NEW CONCRETE CURB
SEE STATE STANDARD PLAN D-05 CURB TYPE 2D
ADJUST SEWER MANHOLE FRAME & COVER
S.M.H.-2.0' D.
1+00
WHITE LINE
C.R.M. WALL-1.5' H, 1.0' W
TORCH
CONC. CURB
W.V. BOX
0+55
UTILITY BOX 6'X10'
8" OUTLET CAP
DRAIN
R=10.00
TRA.-A1
MON IN A.C. FND.
ELEV.=10.42
FEMALE CLOSING CAP
CONC. CURB
RECONSTRUCT C.R.M. PLANTER TO NEW SIDEWALK GRADE SEE SHEET 7 FOR DETAILS
SEWER MAIN
2+00
W.M.
CONSTRUCT NEW C.R.M. WALL SEE SHEET 7 FOR DETAILS
REMOVE & REPLACE CONCRETE LANDING WITH 4" THICK CONCRETE, CLASS "A", W/6X6, 10/10 W.W.M., ON 4" AGGREGATE BASE SLOPE TO DRAIN, MAXIMUM SLOPE 2.0%, CONTRACTION JOINTS @ 5' MAX SPACING
CONC. PLANTER
C.R.M. WALL W/ FENCE
C.R.M. PLANTER
C.R.M. PLANTER
R=5.00
CONC. STEPS
R=6.00
3.0' HIGH HANDRAIL
4" C.O.
R=11.00
ADJUST C.O. TO NEW FINISH GRADE
8" SEWER LINE
RELOCATE H.B., 3/4" COPPER PIPE & IRRIGATION CONTROLLER AS REQUIRED
DRIVE

Site Plan 4b



Site Plan 4c

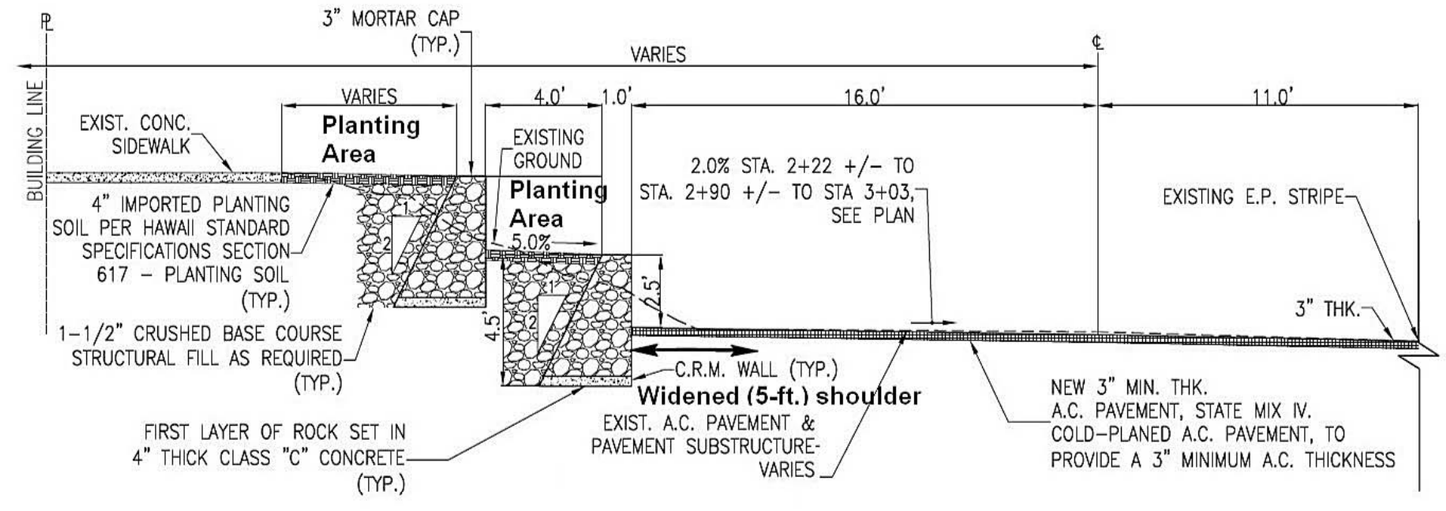
Match Line to Sheet B



TYPICAL SECTION – ALI'I DR. (STA. 0+00 TO STA. 0+30)

SCALE: 1/4"=1'-0"

FRONTING KONA ISLANDER INN



TYPICAL SECTION – ALI'I DR. (STA. 2+22 +/- TO STA. 3+03 +/-)

SCALE: 1/4"=1'-0"

FRONTING KONA ALI`I

NOTES FOR KONA ALI'I:

1. A NEW IRRIGATION SYSTEM SHALL BE INSTALLED TO PROVIDE FOR COMPLETE COVERAGE OF ALL LANDSCAPE AREAS INCLUDING GRASS AREAS AND PALM TREES. SYSTEM SHALL BE EQUIVALENT IN QUALITY TO THE EXISTING SYSTEM.
2. REMOVE ALL TREES WITHIN THE RECONSTRUCTION AREA FROM STA. 1+75 RIGHT TO STA. 3+08 RIGHT AND REPLACE WITH (8) CARPENTARIA PALM TREES. TREES SHALL BE THE LARGEST SIZE AVAILABLE AT THE LOCAL NURSERY. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER WITH THE PLACEMENT OF TREES.
3. ALL PLANTING AREAS SHALL BE GRASSED WITH THE SAME TYPE GRASS AS EXISTING.

NOTES FOR ISLANDER INN.:

1. EXISTING GAS LINES AND TIKI TORCHES SHELL BE RELOCATED ADJACENT TO THE MAUKA SIDE OF THE NEW C.R.M. WALL. EXISTING PARTS CAN BE SALVAGED AND REUSED IF IN GOOD CONDITION. ALL PARTS NOT IN GOOD CONDITION SHALL E REPLACED WITH NEW PARTS EQUAL IN QUALITY TO THE EXISTING PARTS.
2. EXISTING IRRIGATION SYSTEM SHALL BE RELOCATED AS REQUIRED. EXISTING PARTS CAN BE SALVAGED AND REUSED IF IN GOOD CONDITION. ALL PARTS NOT IN GOOD CONDITION SHALL BE REPLACED WITH NEW PARTS EQUAL IN QUALITY TO THE EXISTING PARTS.
3. EXISTING HIBISCUS PLANTS SHALL BE RELOCATED MAUKA OF THE NEW WALL LOCATION. ANY PLANTS THAT CANNOT BE SUCCESSFULLY RELOCATED SHALL BE REPLACED WITH A SIMILAR PLANT OF A SIZE EQUAL TO THE EXISTING PLANT OR THE LARGEST SIZE IN STOCK AT A LOCAL NURSERY. PLANTS SHALL BE APPROVED BY THE KONA ISLANDER INN.
4. ALL COCONUT TREES SHALL REMAIN. NEW C.R.M. WALL SHALL BE CONSTRUCTED ROUND THE TREES IF NECESSARY.

Site Plan 4D

process in the State of Hawai‘i. According to Chapter 343, an EA is prepared to determine impacts associated with an action, to develop mitigation measures for adverse impacts, and to determine whether any of the impacts are significant according to thirteen specific criteria.

Part 4 of this document states the finding (anticipated in the Draft EA) that no significant impacts are expected to occur; Part 5 lists each criterion and presents the findings by the Hawai‘i County Department of Public Works, the proposing/approving agency. In the EA process, if the approving agency determines after considering comments to the Draft EA that no significant impacts would likely occur, then the agency issues a Finding of No Significant Impact (FONSI), and the action is permitted to proceed. If the agency concludes that significant impacts are expected to occur as a result of the proposed action, then an Environmental Impact Statement (EIS) is prepared.

1.3 Public Involvement and Agency Coordination

The following agencies and organizations were consulted in development of the environmental assessment:

State:

Department of Land and Natural Resources, State Historic Preservation Division
Office of Hawaiian Affairs
Department of Health, Environmental Planning Office

County:

Hawai‘i County Council
Planning Department
Police Department
Fire Department

Private:

Sierra Club
Kona Hawaiian Civic Club
Kona-Kohala Chamber of Commerce
Kailua Village Business Improvement District
Representatives of Kona Islander Inn and Kona Ali‘i Condominium AOAOs

Copies of communications received during early consultation are contained in Appendix 1a, and comments to the Draft EA and responses to these comments are contained in Appendix 1b. Various places in the EA have been modified to reflect input received in the comment letters; additional or modified non-procedural text is denoted by double underlines, as in this sentence.

PART 2: ALTERNATIVES

2.1 No Action

Under the No Action Alternative, the shoulder improvements would not occur and pedestrian safety issues caused by the extremely narrow shoulders here would not be addressed. This EA considers the No Action Alternative as the baseline by which to compare environmental effects from the project.

2.2 Alternative Strategies

As noted above, a more extensive upgrade to pedestrian improvements along a much longer extent of Ali‘i Drive was planned between 2004 and 2010, but was ultimately cancelled because of the extent of disturbance that would have occurred in the shoreline area *makai* of Ali‘i Drive, where there are important natural and cultural resources. The proposed project addresses critical pedestrian deficiencies at Ali‘i Drive that can be remedied without substantial disturbance to shoreline resources or private property. There do not appear to be alternative strategies that could accomplish this. Widening beyond five feet to at least ten feet would allow for a separate bicycle lane. However, this would also entail encroaching substantially into the shoreline and/or eliminating the gracefully planted margin of Ali‘i Drive, seriously degrading the landscape of palm trees and lava walls. Such a 350-foot long bicycle lane would be isolated – with no current or prospective future matching lanes in the north or south – and would be of extremely limited utility. Furthermore, with a speed limit of 15 MPH, bicycles can easily and safely use the travel lanes. For these reason, no other alternatives appear reasonable and none been advanced for further study in this Environmental Assessment.

PART 3: ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Basic Geographic Setting

As used in this EA, the *project site corridor* includes the portion of the County right-of-way Ali‘i Drive from the *makai* edge of pavement to the *mauka* edge of the ROW, along with a strip of private property varying between 0 and 8 feet in width adjoining Ali‘i Drive on the its *mauka* side, including the *mauk*a shoulders, sidewalks, utility structures and landscaping (see Figures 1-3). The project site corridor is approximately 350 feet long length and rough 13 to 20 feet in width and fronts two condominium complexes, the Kona Ali‘i Condominium and the Kona Islander Inn, TMKs 7-5-008:001 and 003, respectively (see photos in Figure 3 and Site Plan in Figure 4). The *makai* side of Ali‘i Drive in this area does not contain any structures and there is an open vista to the highly scenic Oneo Bay (see Figure 4d). The term *project area* is used to describe the general environs of this part of Kailua-Kona.

3.1 Physical Environment

3.1.1 Climate, Geology, Soils and Geologic Hazards

Environmental Setting

The climate in the project area is mild, with a mean annual temperature of 75 degrees and annual rainfall averaging approximately 30 inches (U.H. Hilo-Geography 1998:57). Geologically, the site is located on the flanks of Hualālai volcano, and the surface consists of weathered basalt soils derived from Pleistocene-epoch (more than 10,000 years old) lava flows (Wolfe and Morris 1996). Slopes on the project site corridor are gentle. Soil here is classified by the U.S. Natural Resources Conservation Service (formerly Soil Conservation Service) as Punalu‘u extremely rocky peat (rPYD), a well-drained thin organic soil over pahoehoe lava bedrock on 6 to 20 percent slopes. Roughly 40 to 50 percent of its surface is occupied by rock outcroppings. Permeability for this soil is rapid, runoff is slow, and erosion hazard slight. The Capability Subclass is VIIs, and it is mainly used for pasturing (U.S. Soil Conservation Service 1973). The project site corridor is fully developed with urban uses and there are no agricultural uses or agricultural land use protections in place.

The entire Big Island is subject to geologic hazards, especially lava flows and earthquakes. Volcanic hazard as assessed by the U.S. Geological Survey in this area of North Kona is Zone 4, on a scale of ascending risk from 9 to 1 (Heliker 1990:23). The hazard risk is based on the fact that Hualālai has steep slopes and is the third most historically active volcano on the island. Volcanic hazard Zone 4 areas have about 5 percent of their land area covered by lava or ash flows since the year 1800 and less than 15 percent of their land area covered by lava in the past 750 years. They are at lower risk than Zone 3 areas because the frequency of Hualālai eruptions is lower than those of Kilauea and Mauna Loa.

In terms of seismic risk, the entire Island of Hawai‘i is rated Zone 4 Seismic Hazard (*Uniform*

Building Code, 1997 Edition, Figure 16-2). Zone 4 areas are at risk from major earthquake damage, especially to structures that are poorly designed or built, as the 6.7-magnitude quake of October 15, 2006, demonstrated. That earthquake, and a magnitude 6.0 aftershock, caused no damage to the project site corridor. This area does not appear to be subject to subsidence, landslides or other forms of mass wasting.

Impacts and Mitigation Measures

In general, geologic conditions impose no constraints on the proposed shoulder improvements, which will be designed in accordance with regulations related to its seismic setting and are not imprudent to construct.

3.1.2 Drainage, Water Features and Water Quality

Existing Environment

Aside from the Pacific Ocean itself, located across Ali‘i Drive from the project site, the project area has no perennial surface water bodies. The coastal waters *makai* of the project site corridor are classified as “AA” marine waters by State DOH Administrative Rules, Title 11, Chapter 54, “Water Quality Standards”. DOH objectives for Class AA marine waters are that they retain “…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 waters are used by not only surfers but also boaters, swimmers, divers, and fishermen, and good water quality is essential for preservation of recreational purposes and natural ecosystems.

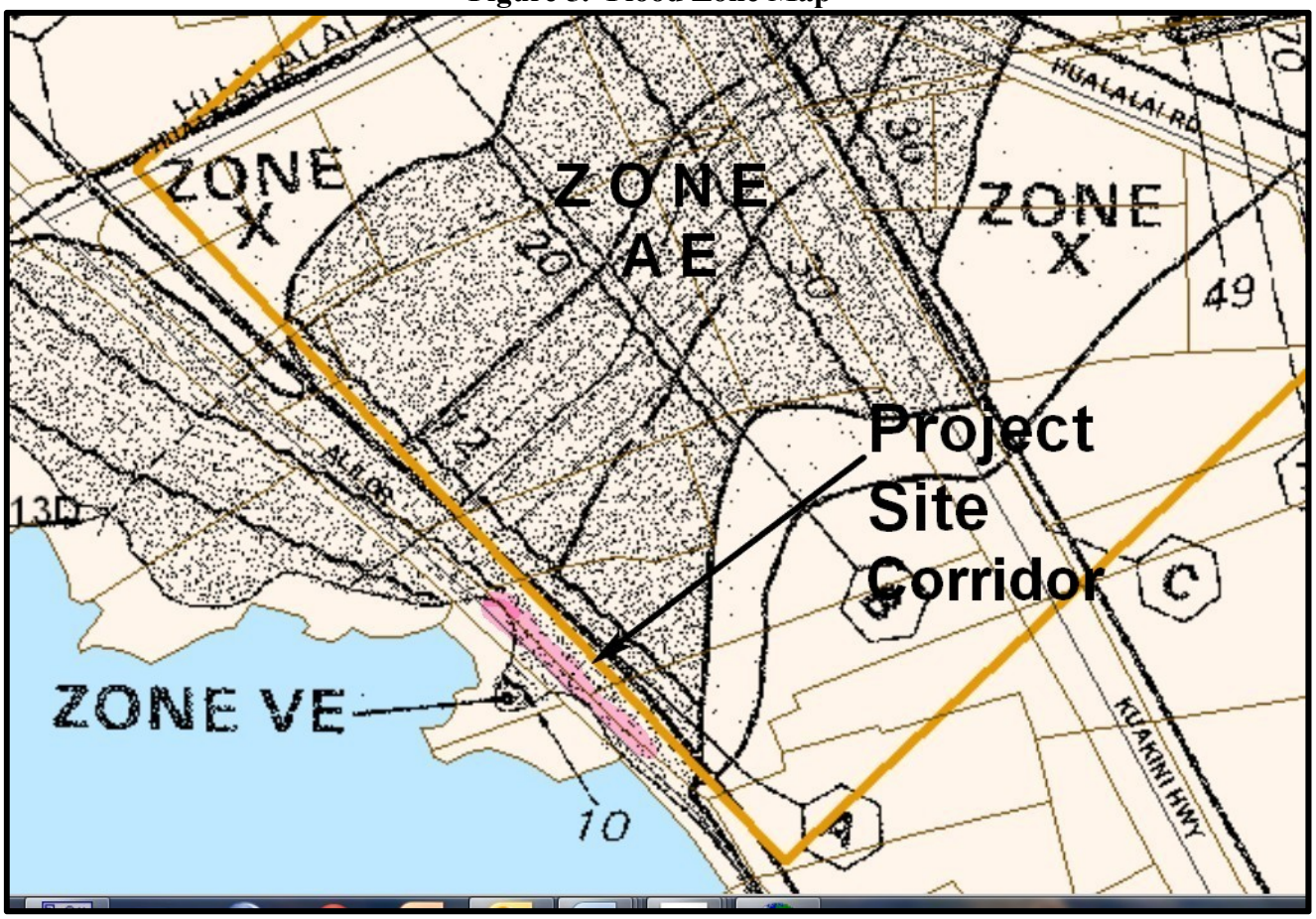
The Federal Emergency Management Agency’s Flood Insurance Rate Map (FIRM) FM1551660731D (6/14/1995) shows that the project site corridor is in Flood Zone AE, at approximately 12 feet in elevation (Figure 5). This is related to an ephemeral, unnamed drainage that extends from the 3,000-foot elevation in Honuaula and Keopu and floods during heavy rains in the *mauka* areas of Kona.

Maps printed by the Pacific Tsunami Warning Center and the Hawai‘i County Civil Defense Agency locate the project site corridor within an area that should be evacuated during a tsunami warning (http://www5.hawaii.gov/tsunami/maps.asp). Large extents of Hawai‘i Island, including the project area, have been struck by highly destructive tsunami in historic times. The April 1, 1946 tsunami had a runup of 13 feet in the Kailua-Kona area (*Atlas of Hawai‘i*, 3rd edition). The March 11, 2011 tsunami generated by the Tohoku earthquake in Japan overflowed Ali‘i Drive in this area but did not cause extensive damage to properties on the *mauka* side of the street.

Impacts and Mitigation Measure

The proposed shoulder improvements have been designed to avoid any effects to the floodplain, including a rise in based flood elevation. All designs must undergo internal DPW review to ensure conformance with Chapter 27 of the Hawai‘i County Code.

Figure 5. Flood Zone Map



Because of the limited scale of construction, additional risks for offsite flooding or impacts to water quality associated with the project appear to be negligible. All projects are required to contain any increase in runoff due to the construction of impermeable surfaces onsite, in conformance with Chapter 10 of the Hawai‘i County Code. Minimal additional impermeable surface will be created by the project. The project will not involve disturbance of more than an acre of surface and will not otherwise trigger the need for a National Pollutant Discharge Elimination System (NPDES) permit. However, in order to minimize the potential for construction phase sedimentation and erosion, the project will be required to perform all earthwork and grading in conformance with Chapter 10, Erosion and Sediment Control, Hawai‘i County Code. The Department of Public Works will specify a series of best management practices (BMPs) for the project. These BMPs may include, but would not be limited to, the following:

- Minimization of sediment loss by emplacement of structural controls, such as sediment barriers;
- Minimizing disturbance of soil during periods of heavy rain;
- Use of drip pans beneath vehicles not in use in order to trap vehicle fluids;

- Routine maintenance of BMPs by adequately trained personnel; and
- Cleanup and disposal at an approved site of significant leaks or spills, if they occur.

The National Weather Service of the National Oceanic and Atmospheric Administration operates the Pacific Tsunami Warning Center and Alaska Tsunami Warning Center, which monitors sudden earth movements throughout the Pacific Basin. Tsunamis generated from earth movements on the Pacific Rim, including South America, Japan, California and Alaska, would allow for warning times between 4 and 15 hours, sufficient time for evacuation of Ali‘i Drive. Sudden movement along faults close to Hawai‘i are unpredictable, allowing only minutes or perhaps an hour of warning time, and evacuation is more problematic. Coastal recreational areas in Hawai‘i cannot avoid the tsunami hazard because the entire coast is vulnerable to tsunami. Warning sirens are present and easily audible at the project site. No aspect of the project would increase the exposure to tsunami hazard, and better pedestrian facilities assist in more efficient evacuation.

3.1.3 Flora, Fauna and Ecosystems

Existing Environment, Impacts and Mitigation Measures

The original vegetation of the general area was probably Coastal Dry/Mesic Forest, per Gagne and Cuddihy (1990), consisting of an open canopy forest of various trees, shrubs, herbs, vines and ferns. The landscape of the Kailua-Kona area has been radically altered by centuries of settlements, over a century of grazing, and particularly the development since 1960 of hotels, condominiums, resort homes, commercial centers and associated infrastructure. The vegetation has also been fundamentally altered by alien species invasion to the point that in many locations native species are few to none. The aliens *kiawe* (*Prosopis pallida*) and *koa haole* (*Leucaena leucocephala*) long ago became dominant in the coastal dry forest.

A botanical reconnaissance of the project site was performed in January 2014 by Dr. Ron Terry of Geometrician Associates. The vegetation at the project site corridor now exhibits entirely managed vegetation in the form of resort, residential, and commercial landscaping (see photos in Figure 3). Common plants here are all non-native and include bougainvillea (*Bougainvillea* spp.), various species of ornamental palms, coconut trees (*Cocos nucifera*), money trees and other dracaena (*Dracaen*a spp.), octopus tree (*Schefflera actinophylla*), sea grape (*Coccoloba uvifera*) and hibiscus (*Hibiscus* spp.). No native plant species were present, and no rare, threatened or endangered native species were present or would be expected in this highly disturbed corridor (UWFWS 2014).

The shoreline area across Ali‘i Drive (which will be unaffected by project activities) contains a limited number of coastal species are capable of adapting to the harsh conditions of the coastal strand found along Oneo Bay. Most of the species observed in the survey area are native or early Polynesian introductions to Hawaii. The plants observed include: indigenous *pohuehue* or beach morning glory (*Ipomoea pes-caprae*) and *naupaka kahakai* (*Scaevola taccada*); early Polynesian introduction coconut palm (*Cocos nucifera*); and two non-native species: tree heliotrope (*Tournefortia argentea*) and false kamani (*Terminalia catappa*). As with the project site corridor itself, none of these plants

are listed as threatened or endangered, or otherwise would be considered rare or special by the State or Federal governments.

The project site does not provide habitat for native animals. Common non-native mammals including cats, dogs, mice, rats and mongooses probably all are occasionally present. A large variety of alien birds makes up the avifauna of this area, particularly Japanese White-eye (*Zosterops japonicus*) and Mynah (*Acridotheres tristis*). Common native waterbirds such as *ulili* (*Heteroscelus incanus*) and *kolea* (*Pluvialis fulva*) utilize the rocky shelf and tidepools *makai* of the seawall fronting Ali‘i Drive.

No streams, wetlands or special aquatic sites (e.g., anchialine ponds) are present on the project site corridor. Across Ali‘i Drive from the project site corridor, the shoreline is mostly rocky, consisting primarily of basalt boulders and cobbles, and irregular basalt outcrops. The entire area appears to be underlain by basalt lava substrate that extends offshore. There is no protective fringing reef offshore, and the nearshore bottom is composed entirely of a hard basalt lava substrate with scattered boulders and cobbles close to shore. Between the shoreline and about the 10-foot water depth, the lava bottom appears scoured and smooth, with relief of one to three feet, and there is little coral growth. This indicates that this zone experiences significant wave energy at times that is capable of scouring away loose and irregular bottom features such as coral. Close to the shoreline, there are scattered boulders and cobbles lying on the basalt lava. Beyond the 10-foot water depth, small coral outcrops less than one foot in diameter are sparsely scattered on the bottom.

As discussed in Section 3.1.2, North Kona coastal waters have excellent water quality and diverse marine biota, including healthy coral-based ecosystems. Retention of good water quality is essential for preservation of natural ecosystems and threatened and endangered species. Endangered Species Act (ESA) listed species that may occur in waters or shorelines around the project area include the threatened *honu* or Pacific green sea turtle green sea turtle, endangered hawksbill turtle, humpback whale, and Hawaiian monk seal.

Because of the lack of threatened or endangered terrestrial species or native terrestrial ecosystems, no direct adverse impacts to biological resources would occur as a result of constructing or utilizing the proposed shoulder improvements. Mitigation measures to protect water quality discussed above in Section 3.1.2 will also protect marine biota.

3.1.4 Air Quality, Noise and Scenic Resources

Environmental Setting

Air pollution in West Hawai‘i is mainly derived from volcanic emissions of sulfur dioxide, which convert into particulate sulfate and produce a volcanic haze (vog) that persistently blankets North and South Kona.

Noise on the project site corridor is moderate to high because of heavy vehicle traffic (including buses and trucks) and high-density residential and commercial land uses, including restaurants and bars.

The District of North Kona contains sites designated significant for their scenic character in the Hawai‘i County General Plan. Although none of these sites are located near the project site corridor, the General Plan names the “Viewplane from Kuakini Highway going mauka & makai” as significant. Due to terrain, vegetation and buildings, the project site corridor is not visible from Kuakini Highway. Drivers and pedestrians along the project site corridor have scenic views of Oneo Bay (see photos in Figure 3).

Impacts and Mitigation Measures

The proposed action will not measurably affect air quality except during grading and construction. In order to minimize impacts from dust, DPW will prepare and implement, or require its contractor to prepare and implement, a dust control plan compliant with provisions of Hawai‘i Administrative Rules, Chapter 11-60.1, “Air Pollution Control,” and Section 11-60.1-33, “Fugitive Dust.”

Construction would entail limited grading, compressors, vehicle and equipment engine operation during the three-month construction period. These activities may generate noise exceeding 95 decibels at times, impacting nearby noise sensitive receptors, including adjacent multi-family residences and businesses. Construction will be limited to reasonable hours, and no night construction will be allowed unless an emergency situation develops. In cases where construction noise is expected to exceed the Department of Health (DOH) “maximum permissible” property-line noise levels, builders must obtain a permit per Title 11, Chapter 46, HAR (Community Noise Control) prior to construction. DOH reviews the proposed activity, location, equipment, project purpose, and timetable in order to decide upon conditions and mitigation measures, such as restriction of equipment type, maintenance requirements, additional restricted hours, and portable noise barriers. DPW and/or its contractors will consult with DOH to determine if noise reduction measures are necessary.

No important viewplanes or scenic sites, including those recognized in the Hawai‘i County General Plan, would be affected. Construction will have a brief, local scenic impact that cannot be practically mitigated due to the busy corridor conditions. On a permanent basis, the proposed improvements will sustain the scenic values.

3.1.5 Hazardous Substances, Toxic Waste and Hazardous Conditions

Environmental Setting, Impacts and Mitigation Measures

No systematic assessment of the project site corridor has been conducted to determine if hazardous materials, toxic waste or other hazardous conditions may have been present on the site. Reconnaissance of the site during topographic, botanical and design surveys did not reveal any evidence of land uses such as service stations or industrial operations that would lead to such conditions, nor have there been reports of such conditions. Based on this, the potential for the presence of toxic or hazardous materials appears to be low. If evidence of suspicious materials or

conditions appears during excavation or other construction, the County may undertake a systematic assessment of the area in question to determine if remediation is required.

3.2 Socioeconomic and Cultural

3.2.1 Socioeconomic Characteristics

Existing Environment

Kona was an important region in pre-Western Contact Hawai‘i, a center of political power and population. After 1850 it became a sleepy rural district of scattered coffee farms and cattle ranches. Tourism was quite modest until the 1960s, when resort hotels and vacation homes began to dot the coastline. Today, the primary economic activities in Kona are tourism (hotels, condominium rentals, and tourism services, concentrated near the coast); industry, retail and service activities; and agriculture concentrated in the uplands, where large coffee farms, ranches, and macadamia nut and avocado orchards are present.

Population has grown rapidly in all of West Hawai‘i and particularly in North Kona, where residents increased from 4,832 in 1970 to 22,284 in 1990, and to 37,875 in 2010. Of the nine districts on the Big Island, North Kona has sustained the second largest rate of growth (after Puna) since 1970, at 784%. High growth since 1960s has resulted from the steady stream of new residents lured by Kona’s attractions and the employment and entrepreneurial opportunities of the tourism industry. The prevalence of tourism has also increased the visitor share of the de facto population (those actually

present on any given day) to about one-fourth of the resident population. Both resident and de facto populations are expected to keep rising, although less sharply, into the foreseeable future.

Table 1 provides information on the socioeconomic characteristics of North Kona from the 2010 U.S. Census of Population. In general, North Kona’s demographics reflect the diverse population of Hawai‘i but with a heavy representation of U.S. mainland retirees. The district’s population is relatively old, with a median age of 41.4 years and 13.7% over the age of 65, when compared with the County of Hawai‘i as a whole (with a median age of 40.9 years). It also has a greater proportion of white residents (45.6% versus 33.7% for the County as a whole). However, the population in North Kona is still quite diverse, with Native Hawaiians making up 6.7%, and Asians 15.3%, of the population. Household sizes and family sizes are low. There are very high housing vacancy rates typical of areas with much resort housing, which tend to be second or third homes.

The economic base of West Hawai‘i underwent a major transition in the last half century. Fifty years ago West Hawai‘i was a stable agrarian society, with scattered villages, a resident population of about 14,000, little tourism, and limited commercial and industrial development. All finished products were shipped from O‘ahu, there was a relatively simple financial structure with few major retailers, and most of the island’s businesses were located on the Hilo side. The last five decades have seen a steady, if somewhat cyclical, trend towards an urban economy, echoing the transitions seen on O‘ahu in the 1940s through 1960s, and on Maui in recent years. Today, most of the State’s major businesses

Table 1. Selected Socioeconomic Characteristics for North Kona District

SUBJECT	NUMBER	PERCENT
Total population	37,875	100.0
Median age (years)	41.4	(X)
16 years and over	30,676	81.0
65 years and over	5,192	13.7
One Race	28,842	76.2
White	17,282	45.6
Black or African American	200	0.5
American Indian and Alaska Native	177	0.5
Asian	5,783	15.3
Chinese	293	0.8
Filipino	2,414	6.4
Japanese	2,085	5.5
Korean	285	0.8
Native Hawaiian	2,548	6.7
Two or More Races	9,033	23.8
Total households	13,966	100.0
Family households (families)	9,154	65.5
With own children under 18 years	3,543	25.4
Female householder, no husband present	1,314	9.4
With own children under 18 years	677	4.8
Nonfamily households	4,812	34.5
Householder living alone	3,320	23.8
Households with persons under 18 years	4,255	30.5
Households with persons 65 years and over	3,755	26.9
Average household size	2.67	(X)
Average family size	3.12	(X)
Total housing units	18,642	100.0
Occupied housing units	13,966	74.9
Vacant housing units	4,676	25.1
Rental vacancy rate (percent)	19.5	(X)
Percent high school graduate	(X)	92.2
Civilian veterans	3,517	11.4
Percent in Labor Force	(X)	70.1
Median Household Income	63,711	(X)
Poverty rate	(X)	8.5%

Source: U.S. Census Bureau, 2010 Census. 2010 Census Redistricting Data (Public Law 94-171) Summary File, Tables P1, P2 P3, P4, H1; and American Community Survey (U.S. Census Bureau American Factfinder Webpage. (http://2010.census.gov/2010census/data/). Notes: (X) data not available or applicable. For small populations such as the geographic area above, error estimates are often large.

are represented in West Hawai‘i with independent major facilities. Where few base businesses once existed and consumer options were limited, there is now competition and an expanding spirit of local entrepreneurship. While agriculture remains one of the island’s prime economic industries – with coffee, macadamia nuts, fruit, foliage and flowers prominent in Kona – tourism remains the prime economic engine and employer for West Hawai‘i.

Visitors are an important component of the public on Ali‘i Drive. In the Kailua-Kona area, the visitor industry dominates not only the economy but also land use and produces large numbers of visitors. Visitor statistics collected and analyzed by the State of Hawai‘i (Hawai‘i Tourism Authority 2011) indicate that in 2010, six out of ten visitors to Kona stayed in hotels, 19.9% stayed in condominiums, 12.3% stayed in timeshares, 9.6% stayed with friends or relatives and 9% stayed on cruise ships. The average daily census of visitors was 19,958, composing about a third of those present in North Kona at any given time. The largest share of visitors to Kona was from the U.S. West (43.6%), while 27.9 percent was from U.S. East, 12.1% was from Japan and 6.3% was from Canada. Repeat visitors made up 67.7% of the Kona visitors in 2010.

The waters *makai* of the project site corridor are used by surfers, boaters, swimmers, divers, and fishermen, and retention of water quality is essential to the integrity of these recreational uses.

Impacts

The proposed project action would enhance pedestrian safety. No relocation of businesses or homes, disruption of local traffic patterns, substantial effects to neighborhood character or integrity, water quality impacts that would affect recreation, or any other social impacts are involved in the proposed action. To the contrary, the project would reduce existing traffic congestion by providing better and safer facilities for residents and visitors walking on Ali‘i Drive.

While the No Action Alternative would not require the expenditure of public funds and would not produce any neighborhood impacts, it would obviate public benefit from the project.

3.2.2 Cultural and Historic Resources

Background

The first colonization of Hawai‘i Island is believed to have occurred on the eastern side by no later than 1000 A.D. Early settlers are thought to have first come to the leeward side of the Hawai‘i Island for the procurement of resources during the Early Expansion period up to 1100 A.D. (Cordy 1995). Permanent habitation of Kona began toward the end of that period (Cordy 1981, 1995; Schilt 1984).

The project area is located at the coastal edge of the *kula* zone of the Kona Field System, a dryland agricultural complex that extends from the coast to the forested slopes of Kona (Cordy 1995). The system was a nearly continuous series of fields stretching from the Kau Ahupua‘a in North Kona to Ho‘okena in South Kona. Typically used for the cultivation of sweet potatoes, paper mulberry (*wauke)* and gourds, this zone is often marked by mounds from clearing and planting, modified

outcrops and planting terraces and depressions (Hammatt and Clark 1980, Hammatt and Folk 1980, Schilt 1984). Habitation areas are scattered through the *kula* zone but are more typically found along the shoreline (Cordy 1995) along with burial, canoe storage, rituals and marine exploitation activities. The shoreline area was also the typical location for homes for royalty and their supporting activities including *heiau*, *holua* slides and *pu'uhonua*, or places of refuge.

The project site corridor is located in the *ahupua'a* of Hienaloli 4th and 5th. In a historical study conducted for an archaeological study of a nearby property, ethnographer Kepā Maly (1996) noted that the *ahupua'a* from Lanihau to Puapua'a, which include the project site corridor, provided the food and natural resources to support a 13th century high chief named Pili-a-Ka'aiea (Pili). Maly translated portions of Ka'ao Ho'oniua Pu'uwai No Ka-Miki (The Heart Stirring Story of Ka-Miki) a legendary account of two supernatural brothers, Ka-Miki and Maka-'iole), who traveled around the island of Hawai'i. The account was published in serial form between 1914 and 1917 in a Hawaiian newspaper, *Ka Hoku a Hawai'i*. According to Maly, the account was recorded by Hawaiian historians John Wise and J.W.I. Kihe. Based on Maly's translation and study of the account:

> "The story is set in about the 13th century, in the time of Pili-a-Ka'aiea (Pili), sovereign chief of all Kona, the narrative identifies the lands between Lanihau (Kailua) and Puapua'a as an integral component of Pili's royal domain. Pili was a great advocate of contests in debating, fighting, and contests of physical strength, and Hinakahua at Puapua'a was the site of the chief s longhouses and contest field….While Pili was at Hinakahua he was supported by the agricultural and natural resources of the surrounding *ahupua'a*…. Pili's royal compound was at Niumalu, his canoe fleets were harbored at Oneo, and his wealth-houses (where tribute was kept until it was needed) were situated at Ahu'ena (I.anihau)" (1996:A-2).

Other early events documented in the Kona regional traditional history are associated with 'Umi-a-Liloa, whose father was the first to unify rule there. Kona was a popular dwelling place of chiefs (Kamakau 1961), and traditional Hawaiian political authority was centered in the area from Kailua to Keauhou from at least the 15th century to the reign of Kamehameha I. Kamehameha embraced foreign trade, including the provisioning of whaling vessels and sandalwood traders (Schilt 1984).

Missionaries first arrived in Kailua in 1820 but stayed only a few months. Upon returning three years later they were allotted land for missions and schools. The earliest detailed historic account of the area south of Kailua Town including Hienaloli comes from English missionary William Ellis.

> "Leaving Kairua [Kailua], we passed through the villages thickly scattered along the shore to the southward. The country around looked unusually green and cheerful, owing to the frequent rains…Even the barren lava, over which we traveled, seemed to veil its sterility beneath frequent tufts of waving grass, or spreading shrubs and flowers. The sides of the hills, laid out for a considerable extent in gardens and fields, and generally cultivated with potatoes, and other vegetables, were beautiful. The number of heiaus, and depositories of the dead, which we passed, convinced us that this part of the island must formerly have been populous. The latter were built with fragments of lava, laid up evenly on the outside, generally about

> eight feet long, from four to six broad, and about four feet high. Some appeared very ancient, others had evidently been standing but a few years" (Ellis 1969:72-3).

From the 1820s into the 1840s, subsistence farming began to give way to a market economy with the introduction of coffee, corn, pumpkins, cotton, pineapple and Irish potatoes. Other crops introduced in the Kailua portion of the *kula* zone of the Kona Field System (SIHP [State Inventory of Historic Places] 6601) (Newman 1970, Kelly 1983, Schilt 1984, Cordy 1995), which extended from the shoreline to the 500-foot elevation and in which the project site corridor lies, included melons, cabbage, onions, oranges and tobacco.

During the Mahele, Hienaloli 4th and 5th were awarded to the American Protestant Mission under Land Commission Award (LCA) 387. The supporting testimony by Rev. Asa Thurston indicates that the Kailua Mission lands were received by verbal gift from Ka'ahumanu I in 1824. This award excluded *kuleana* parcels. One LCA was awarded in the project site corridor: LCA 2316, issued to Haleokane, for 0.795-acre claim for an enclosed lot that contained 3 homes (Waihona 'Aina Corp. 2000). This is now part of the Kona Islander Inn.

The later 19th century brought increasingly rapid changes to all of Hawai'i, even the relatively sleepy district of Kona. Cattle ranching and commercial coffee production, which also began in the mid-1800s, changed traditional agricultural practices and necessitated construction of rock walls to control the movement of livestock. One of the better-known examples is the Great Wall of Kuakini, which runs roughly parallel to the coastline in the Kailua to Keauhou area. Construction of the wall began in the early 1800s and was completed in the 1850s under the direction of Governor Kuakini.

The next significant change for Kona was the beginning of tourism in the district, marked by the construction of Kona's first major hotel, the Kona Inn, in 1928 (Menton 1994). Starting in the 1960s, the area between Kailua-Kona and Keauhou became increasingly dedicated to resort residential land use, as is the case today at the project site corridor, which is adjacent to two modern multi-family complexes. The rich cultural associations of the area are no longer evident on the project site corridor, although they are markedly expressed at Ahu'ena Heiau and Hulihe'e Palace not far to the north.

Archaeological Resources

As discussed in Section 1.1, between 2005 and 2009 the County of Hawai'i engaged in planning for the *Alii Drive Improvements Along Oneo Bay, Hualalai Road to Walua Road* project, which proposed extensive pedestrian, utility, landscape and seawall improvements along a 2,440-foot corridor between Hualalai Road and Walua Road. A Draft Environmental Assessment was prepared for the project in June 2009, but the project was never finalized. The current Ali'i Drive Shoulders Improvements project incorporates a subset of these pedestrian improvements within a corridor that is about 15 percent of the length of the original corridor.

An archeological report of the earlier project limits was conducted to determine the nature of archaeological resources and identify possible constraints to the improvements that were then

proposed. Haun & Associates conducted an archaeological inventory survey of a roughly 7.35-acre area including the project site corridor and lands to the north and south[2]. The survey identified three sites with nine features. The sites are comprised of a single feature site (Site 24019) and two complexes of features (Sites 24020 and 24021). The features consisted of a wall, an enclosure, two subsurface cultural deposits, three *papamū* (game boards) and two petroglyphs. None of the sites are with the current project site corridor. The closest was located in the lava flats *makai* of wall fronting Ali‘i Drive near the Kona Ali‘i Condominium, with the other two located about 500 feet south of the project site corridor near the Royal Kona Resort. The physical structure of Ali‘i Drive, including the pavement and the adjacent sidewalks, were not determined to be historic properties. All facilities within the project site corridor appear to date to the 1970s or later and/or have been extensively altered since then through maintenance and repair.

Several days after a July 1, 2004 public meeting for the earlier and larger County of Hawai‘i project, archaeologist Alan Haun met on site with Mr. Lincoln K. Akana Jr., who lived adjacent to the project area. Mr. Akana attended the meeting and was the only attendee who expressed historic preservation concerns about the project. He pointed out several stones along the shoreline that had lines of holes resembling *papamū* and two petroglyphs - the features that had been documented during the inventory survey fieldwork as features of Site 24021. Mr. Akana expressed his feeling that these stones needed to be protected. He also pointed out an oblong stone lying beside the gate inside a fenced park across Ali‘i Drive and *makai* of the seawall opposite the Kona Islander Inn that belongs to his family. He said the stone had a cup shaped depression on one end and it used to positioned upright. He said it was a *ku‘ula*, or god stone that was used to by fisherman. These culturally important features continue to be protected in the area *makai* and outside of the project site corridor and would not be affected by any project activities.

All three sites were assessed as significant for their information content, and the petroglyph was assessed as significant as a good example of a site type. It was also recommended that the initial excavations of road improvements project along the entire corridor be monitored by an archaeologist because of the potential presence of buried cultural deposits.

The archaeological report was prepared to satisfy the requirements of both Section 106 of the National Historic Preservation Act and Chapter 6e, HRS. By letter of September 25, 2006 (see Appendix 1a), the report was determined by the SHPD to be acceptable, but the Section 106 process was not formally concluded, and SHPD is unclear if the survey was formally accepted (see letter from SHPD of January 30, 2014). In any case, no Memorandum of Agreement was established concerning the preservation and monitoring recommendations. The preservation recommendations do not apply to the current project because there are no historic properties in this area. Furthermore, unlike the *Alii Drive Improvements Along Oneo Bay, Hualalai Road to Walua Road* project, the current project site corridor has no undisturbed areas, is completely developed with pavement and fill, and has previously been excavated for a sewer project, the Hawai‘i County DPW believes that archaeological monitoring is not warranted.

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[2] The Draft EA for the *Alii Drive Improvements Along Oneo Bay, Hualalai Road to Walua Road* project, which includes as Appendix F with archaeological inventory survey, is available at http://health.hawaii.gov/oeqc/.

Archaeological Impacts and Mitigation Measures

As discussed above, an approved archaeological report determined that no historic properties were present in the project site corridor. Given the completely developed and extensively disturbed nature of the entire project site corridor, it would appear that impacts to significant historic properties can be avoided. However, in the event that human skeletal remains, undocumented archaeological resources, or cultural or traditional remains are encountered during any aspect of construction, work in the immediate area of the discovery shall be halted and SHPD contacted as outlined in Hawai‘i Administrative Rules 13§13-275-12. The Draft EA was provided to the SHPD for review and comment concerning the proposed course of action. As of April 14, there has been no response.

Cultural Resources and Traditional and Customary Practices

As discussed in the previous section, no significant archaeological remains reflecting the rich cultural history or supporting cultural values of this region are present in the project site corridor. Significant features are present outside it that would not be affected. The project site corridor is completely developed for transportation and resort uses and also lacks the quality and quantity of botanical resources that would be important for native gathering. Furthermore, no caves, springs, *pu‘u*, native forest groves, or other natural features with potential ceremonial or cultural value are present on the project site corridor (although such an area that will not be affected is present *makai* of Ali‘i Drive). The project site corridor does not support any known traditional resource uses, nor are there any Hawaiian customary and traditional rights or practices known to be associated with the project site corridor. To date, no information has been received that would indicate any cultural resources or practices taking place here. In summary, it would appear that no valuable natural, cultural or historical resources are present.

Cultural Impacts and Mitigation Measures

Although there are no indications so far from literature review or consultation with the SHPD, the Office of Hawaiian Affairs, or local residents knowledgeable about Hawaiian cultural practices that there are any traditional cultural properties or practices on the project site corridor, various parties including the Office of Hawaiian Affairs, the Kona Hawaiian Civic Club and SHPD were supplied a copy of the Draft EA in order to help finalize this finding. No party reviewing the Draft EA supplied any cultural information.

3.3 Infrastructure

3.3.1 Utilities

Existing Facilities and Services

Electrical power to the project area is supplied by Hawai‘i Electric Light Company (HELCO) via its island-wide distribution network. Telephone lines from Hawaiian Telcom and cable TV lines from

Time Warner Oceanic Cable are housed on electrical poles. Municipal water and sewer lines are present along Ali‘i Drive. A private gas line for torches and private irrigation lines are present.

Impacts and Mitigation Measures

No utilities will be required for the proposed improvements in the project site corridor. The private gas line and irrigation lines will be relocated onsite. A sewer line will be protected with a concrete jacket. In order to avoid disruption to utilities, the County of Hawai‘i Department of Public Works and/or its contractors will coordinate with HELCO, Hawaiian Telcom, and Time Warner Oceanic Cable, as well as the County Department of Water Supply and Department of Environmental Management, before and during construction.

3.3.2 Roadways and Traffic

Existing Facilities

Ali‘i Drive at the project site corridor accommodates two-way traffic on 11-foot wide travel lanes. All types of vehicles, including commercial delivery trucks, heavy trucks and large tour buses, are accommodated on the travel lanes. The posted speed limit is 15 miles per hour for this section of Ali‘i Drive. There is no street parking. Raised pedestrian sidewalks are located on the *makai* side of Ali‘i Drive but not on the *mauka* side, where just south of the project site corridor pedestrians have a narrow (in many areas only two feet) shoulder with a painted white line adjacent to the travel lanes. Bicycles may use the shoulder, but the speed limit of 15 MPH allows convenient use of the travel lanes, especially when there are pedestrians in the shoulder.

Impacts and Mitigation Measures

The project is meant to address primarily the deficiencies in the cross-section related to pedestrian safety. Providing a consistent five feet of shoulder width will increase pedestrian safety without any adverse effect to vehicular or bicycle traffic.

Construction of the project will have an adverse effect on traffic during the two to three month construction period. DPW plans to keep at least one lane of Ali‘i Drive open at all times and to utilize professional traffic control. Construction will be limited to reasonable hours, and no night construction will be allowed unless an emergency situation develops.

<u>As part of the Draft EA process, DPW heard from businesses and business organizations concerned about traffic congestion, volumes, patterns and detours (see Appendix 1a). The current plan is to allow two-way traffic controlled by a flagman with alternating directions during the construction workday, after which two-way traffic will be restored. DPW will evaluate the effectiveness of this pattern in reducing congestion and effects to businesses. DPW will monitor the alternating traffic situation, informed by the feedback of the public, to determine how well it works. If necessary, several detour options will be considered and one or more of them may be implemented.</u>

3.4 Secondary and Cumulative Impacts

The small scale of the proposed project would not produce any secondary impacts, such as population changes or effects on public facilities.

Cumulative impacts result when implementation of several projects that individually have limited impacts combine to produce more severe impacts or conflicts in mitigation measures. The adverse effects of the project – minor and temporary disturbance to traffic, air quality, noise and visual quality during construction – are very limited in severity, nature and geographic scale. In order to determine if any of these impacts could accumulate with those from other nearby projects and become significant, it is necessary to review the context of the proposed project and adjacent construction projects that would occur within the next year, the proposed time-frame of the shoulder improvements construction.

Review of SMA permits and Chapter 343 documents in the OEQC Environmental Notice as well as press coverage indicates that there are a number of planned or ongoing projects in North Kona in the 2014-2017 timeframe. Most major projects here are centered in the growing Kailua to Keahole area. These include improvements to Queen Kaʻahumanu Highway and related roads; Kona International Airport; energy facilities, the West Hawaiʻi Explorations Academy Public Charter School and road construction at the Natural Energy Laboratory of Hawaii (NELHA); Honokohau Harbor improvements; the Kamakana Villages at Keahuolu (commonly known as the Forest City project); the Laʻiʻopua 2020 Community Center; and the Kona Judiciary Complex. In the south of the Kailua-Kona region there is a 320-unit timeshare project at Kahaluʻu, demolition and renovations at the former Keauhou Beach Resort, the Laʻaloa Avenue Extension, and completion of the Mamalahoa Highway Bypass from Kealakekua to Napoʻopoʻo. All of these activities are located two or more miles from the subject property and will have little interaction potential for construction-related impacts. Another project that is in early stages of planning is the replacement of the Aliʻi Drive bridge at Kahului Bay, about 0.8 miles to the south. This project will also reduce Aliʻi Drive to one lane during construction hours. Discussions with DPW indicate that construction phases of these projects will be at least several years apart and are very unlikely to overlap. If they do, DPW will need to consider the interaction of traffic congestion from both projects and schedule accordingly.

3.5 Required Permits and Approvals

The following permits and approvals would be required:

- County of Hawaiʻi, Department of Public Works: Grubbing and Grading Permits, Permit for Work in County ROW
- County of Hawaiʻi, Planning Department Plan Approval
- County of Hawaiʻi, Special Management Area Permit or Exemption
- Department of Health, Community Noise Control Permit (potential)

3.6 Consistency With Government Plans and Policies

3.6.1 Hawai‘i State Plan

Adopted in 1978 and last revised in 1991 (Hawai‘i Revised Statutes, Chapter 226, as amended), the Plan establishes a set of themes, goals, objectives and policies that are meant to guide the State's long-run growth and development activities. The three themes that express the basic purpose of the *Hawai‘i State Plan* are individual and family self-sufficiency, social and economic mobility and community or social well-being. The proposed project would promote these goals by enhancing public safety on the Island of Hawai‘i, thereby enhancing quality-of-life and community and social well-being.

3.6.2 Hawai‘i State Land Use Law

All land in the State of Hawai‘i is classified into one of four land use categories – Urban, Rural, Agricultural, or Conservation – by the State Land Use Commission, pursuant to Chapter 205, HRS. The property is in the State Land Use Urban District. The proposed use is consistent with intended uses for this Land Use District.

3.6.3 Hawai‘i County Zoning and General Plan

Hawai‘i County General Plan Land Use Pattern Allocation Guide (LUPAG). The LUPAG map component of the *General Plan* is a graphic representation of the Plan's goals, policies, and standards as well as of the physical relationship between land uses. It also establishes the basic urban and non-urban form for areas within the planned public and cultural facilities, public utilities and safety features, and transportation corridors. The General Plan LUPAG maps indicate that the project site corridor is designated Resort Node. Pedestrian improvements are appropriate facilities in this LUPAG category, and no General Plan amendment is necessary.

Hawai‘i County Zoning and SMA. County zoning is Resort-Hotel (V-7.5; minimum dwelling unit size of 750 square feet) The Hawai‘i County Code, Chapter 25, Section 25-4-11(c) state that "Public uses, structures and buildings and community buildings are permitted uses in any district, provided that the director has issued plan approval for such use." Therefore, the proposed pedestrian facility would be allowed. Plan Approval from the Planning Department is required. The project site corridor is situated within the County's Special Management Area (SMA), and because the cost of the project is expected to be valued at less than $500,000 and does not involve substantial impacts to SMA resources, the Department of Public Works anticipates obtaining an SMA exemption or an SMA Minor permit.

The *General Plan* for the County of Hawai‘i is a policy document expressing the broad goals and policies for the long-range development of the Island of Hawai‘i. The plan was adopted by ordinance in 1989 and revised in 2005 (Hawai‘i County Department of Planning). The *General Plan* itself is organized into thirteen elements, with policies, objectives, standards, and principles for each. There are also discussions of the specific applicability of each element to the nine judicial districts

comprising the County of Hawai‘i. Most relevant to the proposed project are the following Policies, Standards, Goals, and Courses of Action:

RECREATION – GOALS

- Provide a wide variety of recreational opportunities for the residents and visitors of the County.
- Provide a diversity of environments for active and passive pursuits.

RECREATION – POLICIES

- Improve existing public facilities for optimum usage.
- The use of land adjoining recreation areas shall be compatible with community values, physical resources, and recreation potential.
- Develop short and long range capital improvement programs and plans for recreational facilities that are consistent with the General Plan.
- Provide facilities and a broad recreational program for all age groups, with special considerations for the handicapped, the elderly, and young children.
- Coordinate recreational programs and facilities with governmental and private agencies and organizations. Innovative ideas for improving recreational facilities and opportunities shall be considered.
- Adopt an on-going program of identification, designation, and acquisition of areas with existing or potential recreational resources, such as land with sandy beaches and other prime areas for shoreline recreation in cooperation with appropriate governmental agencies.
- Public access to the shoreline shall be provided in accordance with an adopted program of the County of Hawaii.

Discussion: The proposed project satisfies relevant goals, policies, and courses of action related to recreation facilities in Hawai‘i County. The proposed shoulder improvements would increase the safety of recreational walking in urban Kailua-Kona, and would not affect public access.

TRANSPORTATION – GOALS

- Provide a system of roadways for the safe, efficient and comfortable movement of people and goods.
- Provide an integrated State and County transportation system so that new major routes will complement and encourage proposed land policies.

TRANSPORTATION – POLICIES

- The improvement of transportation service shall be encouraged.
- Encourage the development of walkways, jogging, and bicycle paths within designated areas of the community.

- Explore means and opportunities to enhance the shared use of the island's roadways by pedestrians and bicyclists, in coordination with appropriate government agencies and organizations.

Discussion: The establishment of improved pedestrian facilities in the Kailua-Kona urban area is highly consistent with goals and policies of the General Plan related to transportation.

3.6.3 Kona Community Development Plan

The Kona Community Development Plan (CDP) encompasses the judicial districts of North and South Kona, and was developed under the framework of the February 2005 County of Hawai'i General Plan. Community Development Plans are intended to translate broad General Plan Goals, Policies, and Standards into implementation actions as they apply to specific geographical regions around the County. CDPs are also intended to serve as a forum for community input into land-use, delivery of government services and any other matters relating to the planning area.

The General Plan now requires that a Community Development Plan shall be adopted by the County Council as an "ordinance," giving the CDP the force of law. This is in contrast to plans created over past years, adopted by "resolution" that served only as guidelines or reference documents to decision-makers. The Kona CDP was adopted in September 2008 by the County Council. The version referenced in this Environmental Assessment is at:
http://www.hcrc.info/community-planning/north-and-south-kona-cdp/cdp-final-drafts/Final%20KCDP_Sept%202008_text.pdf

The Plan has many elements and wide-ranging implications, but there are several major strategies that embody the guiding principles related to the economy, energy, environmental quality, flooding and other natural hazards, historic sites, natural beauty, natural resources and shoreline, housing, public facilities, public utilities, recreation, transportation and land use.

The pedestrian improvements are consistent with the Kona CDP, which states that "… future urban development must contribute to a well-connected local transportation network that provides for safe, direct, and convenient access for automobile, bicycle, and pedestrian traffic" (p. 4-5). It is also consistent with the transportation network shown in Figure 4-2c, and thus Policy TRAN-1.1: Official Transportation Network Map, which shows proposed transit routes, proposed arterials and collectors, and pedestrian/bicycle paths.

The project is consistent with Objective TRAN-2 Street Network Connectivity:

> "To develop a system of interconnected roads in Kona that will provide alternative transportation routes that will disperse automobile trips and reduce their length, while not compromising the through functions of arterials and major collectors with excessive intersections. A highly connected transportation system within Kona's Urban Area (UA) serves to do the following:

(a) provides safe choices for drivers, bicyclists, and pedestrians;
(b) promotes walking and bicycling;"

It is also consistent with Objective PUB-6, Quality of Life, which calls for the fostering of a sense of community and health through the public realm such as gathering places, parks, pedestrian networks, and open spaces, as well as Policy PUB-6.2, which dictates that a range of recreational opportunities shall be provided to encourage physical activity and interaction among residents and visitors to Kona.

Furthermore, the project accomplishes the objective of improving pedestrian safety while preserving environmental values and the visual quality and character of the Kailua urban area, which is consistent with many aspects of the Kona CDP.

In a comment on the Draft EA (see Appendix 1a), the Planning Department recommended that appropriate native plants be incorporated into the landscaping plans in place of the proposed ornamental palms, per the General Plan Policy 8.3, the Kona Community Development Plan (Action CR-2.2c), and the Zoning Code (Section 25-4-59.3). DPW will DPW will take this into consideration as it plans the landscape and balances retention of the current landscape values and landowner concerns with the cited planning goals. The Special Management Area permit process will address this.

PART 4: DETERMINATION

Based on the findings above, and in consideration of comments received, the County of Hawai‘i, Department of Public Works has determined that the proposed project will not have any significant effect in the context of Chapter 343, Hawai‘i Revised Statues and section 11-200-12 of the State Administrative Rules, and has issued a Finding of No Significant Impact (FONSI).

PART 5: FINDINGS AND REASONS

Chapter 11-200-12, Hawai‘i Administrative Rules, outlines those factors agencies must consider when determining whether an Action has significant effects:

1. *The proposed project will not involve an irrevocable commitment or loss or destruction of any natural or cultural resources.* No valuable natural or cultural resources would be committed or lost. No water resources, geological features, native species or cultural resources will be degraded.
2. *The proposed project will not curtail the range of beneficial uses of the environment.* The proposed project expands and in no way curtails beneficial uses of the environment.
3. *The proposed project will not conflict with the State's long-term environmental policies*. The State's long-term environmental policies are set forth in Chapter 344, HRS. The broad goals of this policy are to conserve natural resources and enhance the quality of life. The project is not major and fulfills aspects of these policies calling for an improved social and economic environment. It is thus consistent with all elements of the State's long-term environmental policies.

4. *The proposed project will not substantially affect the economic or social welfare of the community or State.* The project will benefit the economic and social welfare of the community by enhancing the safety of a County road and will benefit residential, commercial and recreational uses in the surrounding area.
5. *The proposed project does not substantially affect public health in any detrimental way.* The proposed project will benefit public health by improving public safety.
6. *The proposed project will not involve substantial secondary impacts, such as population changes or effects on public facilities*. No adverse secondary effects are expected to result from the proposed action. The project will not enable development, but will instead improve public safety.
7. *The proposed project will not involve a substantial degradation of environmental quality*. The implementation of best management practices for construction will ensure that the project will not degrade the environment in any substantial way.
8. *The proposed project will not substantially affect any rare, threatened or endangered species of flora or fauna or habitat.* No endangered species of flora or fauna are present on the project site or would be affected in any way by the project.
9. *The proposed project is not one which is individually limited but cumulatively may have considerable effect upon the environment or involves a commitment for larger actions.* The project is not related to additional activities in the region in such a way as to produce adverse cumulative effects or involve a commitment for larger actions.
10. *The proposed project will not detrimentally affect air or water quality or ambient noise levels.* No adverse effects on these resources would occur. Mitigation of construction-phase impacts will preserve water quality. Ambient noise impacts due to construction will be temporary and restricted to reasonable daytime hours.
11. *The project does not affect nor would it likely to be damaged as a result of being located in environmentally sensitive area such as a flood plain, tsunami zone, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal area.* Although the project is located in an area with volcanic and seismic risk, the entire Island of Hawai‘i shares this risk, and the project is not imprudent to construct, and employs design and construction standards appropriate to the seismic zone. The project is a permissible use in a floodplain, and will not raise floodplain elevations or adversely affect flooding or floodplain values.
12. *The project will not substantially affect scenic vistas and viewplanes identified in county or state plans or studies.* No scenic vistas and viewplanes identified in the Hawai‘i County General Plan will be adversely affected by the project, and the project will preserve the scenic character of the area.
13. *The project will not require substantial energy consumption*. The project involves only minimal energy use during construction and no adverse effects are expected.

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DRAFT ENVIRONMENTAL ASSESSMENT

Ali‘i Drive Shoulder Improvements
In the Vicinity of Islander Inn

APPENDIX 1a

Comments in Response to Early Consultation
and 2006 SHPD Letter

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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

January 21, 2014

Mr. Ron Terry
Principal
Geometrician Associates LLC
P.O. Box 396
Hilo, HI 96721

RE: EARLY CONSULTATION ON ENVIRONMENTAL ASSESSMENT FOR THE ALI'I DRIVE SHOULDER IMPROVEMENTS IN THE VICINITY OF ISLANDER INN, TMKS 7-5-008:001, 003 AND 005 (POR.) AND 7-5-009: 031 (POR.), KAILUA-KONA, ISLAND OF HAWAI'I

Dear Mr. Terry:

This is in response to your letter dated December 31, 2013, regarding a request for comments on the construction and improvements in reference to this early consultation on an environmental assessment at the above mentioned location.

Thank you for allowing the Hawai'i Police Department to make comments regarding this construction and improvements. At this time, the Hawai'i Police Department has no comments.

Should you have any questions or concerns, please contact Captain Randal M. Ishii, Commander of the Kona District, at 326-4646, extension 299.

Sincerely,

PAUL K. FERREIRA
ACTING POLICE CHIEF

RMI

William P. Kenoi
Mayor

Darren J. Rosario
Fire Chief

Renwick J. Victorino
Deputy Fire Chief

County of Hawai'i
HAWAI'I FIRE DEPARTMENT
25 Aupuni Street • Room 2501 • Hilo, Hawai'i 96720
(808) 932-2900 • Fax (808) 932-2928

January 22, 2014

Mr. Ron Terry
Geometrician Associates
PO Box 396
Hilo, HI 96721

Dear Mr. Terry,

SUBJECT: EARLY CONSULTATION FOR THE ALII DRIVE SHOULDER IMPROVEMENTS IN THE VICINITY OF ISLANDER INN
TMKs: 7-5-008:001, 003, AND 005 (PORS.) AND 7-5-009:031 (POR.)
KAILUA-KONA, ISLAND OF HAWAII

The Hawai'i Fire Department does not have any comments to offer at this time regarding the above-referenced early consultation on Environmental Assessment.

Thank you for the opportunity to comment. A copy or Notice of Availability of Environmental Assessment is not needed when completed.

Sincerely,

for DARREN J. ROSARIO
Fire Chief

KT:lc

NEIL ABERCROMBIE
GOVERNOR OF HAWAII

WILLIAM J. AILA, JR.
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ESTHER KIA'AINA
FIRST DEPUTY

WILLIAM M. TAM
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
601 KAMOKILA BOULEVARD, ROOM 555
KAPOLEI, HAWAII 96707

January 30, 2014

Ron Terry
Geometrician Associates
PO Box 396
Hilo, HI 96721

LOG NO: 2014.00027
DOC NO: 1401MV25
Archaeology

Dear Mr. Terry:

SUBJECT: Chapter 6E-8 Historic Preservation Review –
Environmental Assessment Preparation Notice
Ali'i Drive Shoulder Improvements in the Vicinity of the Islander Inn
Multiple Ahupua'a, North Kona District, Island of Hawai'i
TMK: (3) 7-5-008:001, :003 and :005 & 7-5-009:031

Thank you for early efforts to consult with SHPD on the proposed project. Your letter was received by our office on January 3 2014. The purpose of this project is for the County of Hawaii Department of Public Works to widen the mauka shoulder of Ali'i Drive near the Islander Inn and the Kona Ali'i Condominium in order to improve pedestrian safety. The project will remove existing low walls, grade and pave the new shoulder and build a new wall.

A review of our records indicates that an archeological inventory survey (AIS) was completed for the Ali'i Drive corridor from Hualalai Rd. to Walua Rd. by Haun and Associates, and three historic properties were identified (July 2005 and revised December 2006). These historic properties are: a historic era stone wall (SIHP 50-10-28-24019), a pre-contact enclosure with sub surface cultural deposits (SIHP 24020), and a complex of papa mu and petroglyphs (SIHP 24021).From our records it is unclear whether this revised AIS was ever formally accepted by SHPD, and we do not know the exact location of these properties relative to the project area. In addition, we request an evaluation of whether Ali'i Drive and its components, such as the existing sea wall, represent historic properties potentially eligible for inclusion on the National and State Registers of Historic Places, and information on whether these potentially eligible sites will be affected by the proposed project.

Based on the above discussion, SHPD does not have enough information to adequately assess this project. **We request more information** on the location and scope of project activities. If the scope of work for this project involves disturbance or alteration of potentially significant historic properties, an archaeological inventory survey (AIS) should be conducted. If an AIS is needed, we request that the report be submitted to our office prior to EA publication so that we have an opportunity to review and comment on the findings and recommendations.

Please contact Mike Vitousek at (808) 652-1510 or Michael.Vitousek@Hawaii.gov if you have any questions or concerns regarding this letter.

Aloha,

Theresa K. Donham
Archaeology Branch Chief

LINDA LINGLE
GOVERNOR OF HAWAII

141

PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
DEPUTY DIRECTOR - LAND

DEAN NAKANO
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

6466.01

9/29/06

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

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

cc: DPW FHWA VIA EMAIL 9/30/06

September 25, 2006

RECEIVED
SEP 27 2006
WILSON OKAMOTO CORPORATION

Mr. John Sakaguchi
Wilson Okamoto Corporation
1907 S. Beretania St., Suite 400
Honolulu, HI 96826

LOG NO: 2006.3122
DOC NO: 0609JT67
Archaeology

Dear Mr. Sakaguchi:

SUBJECT: National Historic Preservation Act Section 106 [FHwA] – Archaeology Inventory Survey In a Portion of Upland Honokōhau Honokōhau Ahupua'a, North Kona District, Island of Hawai'i TMK: (3) 7-4-002:008

Thank you for submitting the above referenced report by Haun & Henry (2005;Report 141-101503), which we received on August 8, 2006, for our review and comment. The report summarizes the results of an archaeological inventory survey conducted by Haun & Associates. Three new site areas with nine features were identified.

The report is of generally good quality. However, before we can accept the report as supporting documentation for the Section 106 review process, the concerns discussed on the attached pages must be addressed.

We look forward to receiving correspondence from the Federal Highway Administration initiating Section 106 consultation regarding this project. Please note that this correspondence must be from the federal agency itself in order to satisfy the requirements of Section 106 of the National Historic Preservation Act and its implementing regulations. For your information, this should include (following the implementing regulations 36 CFR § 800): a determination of whether the project qualifies as an undertaking; identification of the area of potential effect; identification of historic properties; assessment of effects of the project on historic properties and determination of effects. Please contact Dr. Julie Taomia at 808-327-3691 if you have questions or concerns.

Aloha,

Melanie Chinen, Administrator
State Historic Preservation Division

JT
cc: Alan Haun, Haun & Associates

Attachment 1

Concerns Regarding Draft Report

Archaeological Inventory Survey Ali'i Drive Improvements Project

1. According to correspondence from J. Sakaguchi and B. McClure, this project is a federally funded project subject to the National Historic Preservation Act of 1966, as amended, and its implementing regulations (36 CFR § 800). Therefore, references in the report to the authority under which the archaeological survey was conducted should be to the National Historic Preservation Act, not to the Hawaii Revised Statutes and Administrative Rules.

2. Following on the point made above, in considering the significance assessments for the properties identified in this report, the criteria that are used for the Section 106 review process are the National Register of Historic Places (NRHP) criteria, under 36 CFR § 800.4 (c).

3. A final comment on the Section 106 review process. Although recommended treatments are part of the normal process of conducting archaeological inventory surveys under the Hawaii Revised Statutes and Hawaii Administrative Rules, under the Section 106 process this is only considered after the effects of the project on the historic properties are considered and a determination of no effect, no adverse effect, or adverse effect is made. Recommended treatments implies adverse effect, under which circumstances mitigation measures are usually agreed to in a memorandum of agreement.

4. There should be a brief description of the laboratory analysis conducted on materials recovered in the introductory.

5. Please ensure that all references cited are included in the bibliography at the end of the report. For example, Kirch 1985, cited on p. 21, is not found in the bibliography.

6. Under "Project Expectations", mid- to late 1800s sites should include ritual sites just as the pre-contact expectations do, in this case churches (Catholic and Protestant) that are shown on the maps included in the report.

7. Figure 12 inset shows two shaded areas in the areas of ST 2 and ST 4. As there is no description of the ground surface in this area, it is not clear if there is a surface manifestation of the Layer II deposits, or if this is intended to represent the subsurface location of Features B and C. For clarity it would help the reader if some indication were given in the text and/or in the figure caption.

8. With the assignment of feature numbers to the Layer II deposits in ST-2 and St-4, the implication is that Layer I is not a culturally significant layer. Historic artifacts are present in this deposit, including a glass bead and a mirror fragment, both of which may have been ornamental. Although recent materials are mixed in, information about the past can still be gathered from this deposit. It is highly unusual to find completely undisturbed archaeological deposits on islands in the Pacific. If this deposit is to be discounted, needs to be justified by a better argument base on the depositional environment, but it is likely that this deposit records the remains of historic era habitation in the area. Please include this in the discussion of the site.

Haun & Associates

Archaeological, Cultural, and Historical Resource Management Services
HCR 1 Box 4730, Keaau, Hawaii 96749 Phone: 982-7755 Fax: 982-6343

December 11, 2006 Project 141

Ms. Tracy Fukuda
Wilson Okamoto Corporation
1907 S. Beretania Street, Suite 400
Honolulu, Hawaii 96826

Subject: Revised Archaeological Inventory Survey Report
Ali'i Drive Improvements Project
Lands of Hienololi 1-6, Auhaukeae 1-2, and Puaa 1-2
North Kona District, Island of Hawaii

Dear Tracy:

Enclosed are one unbound and two bound copies of the subject report.

The report was revised in response to SHPD review comments (Log No: 2006.3122, Doc No: 0609JT67).

The two bound copies are for submission to SHPD and the other is for your files.

You should submit one report to Melanie Chinen with a cover letter from FHWA addressing comments in paragraph 3 of the review letter. You should send the other copy to Melissa Kirkendall on Maui along with a copy of the review letter. The transmittal letter should indicate that the other copy is going to Melissa (not just a cc)

If you have any questions, please contact me at 982-7755.

Sincerely,

Alan E. Haun, Ph.D.
Principal Investigator

Encl. (3): 1 unbound and 2 bound reports

U.S. Department
of Transportation
**Federal Highway
Administration**

Hawaii Division
Box 50206
300 Ala Moana Boulevard, Room 3-306
Honolulu, HI 96850

January 12, 2007

Mr. Peter Young, State Historic Preservation Officer
Department of Land and Natural Resources
P.O. BOX 621
Honolulu, HI 96809

Dear Mr. Young:

We request consultation under Section 106 of the National Historic Preservation Act and 36 CFR 800.3 (3) for Alii Drive Improvements Along Oneo Bay, Hualalai Road to Walua Road, Kailua-Kona project. (Federal-aid Project No. STP-0186(2))

The Alii Drive Improvements project is funded by the Federal Highway Administration (FHWA), Hawaii Department of Transportation (HDOT), and County of Hawaii (CoH) and therefore meets the definition of an undertaking under 36 CFR §800.16(y). Wilson Okamoto Corporation is the County of Hawaii consultant for this project.

Enclosed is a copy of the revised *Archaeological Inventory Survey* prepared by Haun & Associates dated December 2006 (enclosure 1) and responses to comments provided by Ms. Melanie Chinen in a letter dated September 25, 2006 (Log No.: 2006.3122/Doc No.: 0609JT67 Archaeology) (enclosure 2). As explained in the documentation provided, we have designed the undertaking such that the identified sites are avoided. Further, the initial excavations will be monitored because of the potential presence of buried cultural deposits. The monitoring will be guided by a Monitoring Plan prepare for your review and approval.

Based on the documentation provided, the FHWA has determined that there **are** historic properties present but the undertaking will have **no effect** upon them as defined in Section 800.16(i).

If you have any questions, please contact me at (808)541-2700 extension 311, Galen Kuba with the County of Hawaii Department of Public Works at (808)961-8422 or contact John Sakaguchi at Wilson Okamoto at (808)946-2277.

Sincerely yours,

Richelle M. Takara

Richelle M. Takara, P.E.
Transportation Engineer

Enclosures

BUCKLE UP AMERICA

cc: Melanie Chinen, DLNR SHPD (via email)
Robert Sun, HDOT HWY-DD (via email)
Galen Kuba, County of Hawaii DPW (via email)
John Sakaguchi, Wilson Okamoto (via email)

BUCKLE UP AMERICA

Responses to the Concerns Regarding Draft Report Archaeological Inventory Survey Ali'i Drive Improvements Project:

1. The project is federally funded and is subject to the National Historic Preservation Act of 1966, as amended, and any references made to the authority under which the archaeological survey was conducted is now referenced to the National Historic Preservation Act.
2. The report has been revised to show that the criteria used for the Section 106 review process are the National Register of Historic Places (NHRP) criteria, under 36 CFR §800.4(c).
3. The proposed improvements to the sea wall have been designed to avoid any impact to the identified sites.
4. A brief description of the laboratory analysis conducted on materials recovered is included in Methods section (previously titled Field Methods).
5. All references cited have been incorporated into the bibliography at the end of the report.
6. On page 22, under "Project Expectations", text has been revised to add churches in the last paragraph beginning, "by the beginning of the 1900s."
7. The inset in Figure 12 was revised accordingly.
8. The Layer I deposit referred to in Review Comment #8 contained a mixture of historic and recent artifacts. The presence of recent artifacts indicates that the Layer I deposit lacks integrity. This lack of integrity would preclude the Layer I from being assessed as significant for the National Register of Historic Places. The portions of the Layer I deposit that overlie Layer II will either be preserved or subjected to data recovery depending on the nature of future development plans for the site.

Please note that the ahupua'a for this project is Hienaloli, Auhaukea'e & pua'a Ahupua'a and tax map keys are TMK [(1)1-1-001:001]: 7-5-8: por. 001, 003, 005, 006, 009, 011, 012, 017, 019, -22; and TMK: 7-5-9: por. 003, 008-012, 014, 017, 018, 020-023, 025, 027, 028, 030, 031, 034, 039, 040, 043, 047, 065.

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DRAFT ENVIRONMENTAL ASSESSMENT

Ali‘i Drive Shoulder Improvements
In the Vicinity of Islander Inn

APPENDIX 1b

Comments to Draft EA and Responses

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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

March 19, 2014

Mr. Ron Terry, Principal
Geometrician Associates LLC
P.O. Box 396
Hilo, HI 96721

RE: ALI'I DRIVE SHOULDER IMPROVEMENTS IN THE VICINITY OF ISLANDER INN, NORTH KONA, HAWAII, TMK: (3RD) 7-5-008:001 AND 003; RIGHT-OF-WAY OF ALI'I DRIVE

Dear Mr. Terry:

This is in response to your correspondence received on March 6, 2014, requesting for comments on the above-referenced project.

We have no comments or objections to offer at this time.

Should you have any questions or concerns, please contact Captain Randal M. Ishii, Commander of our Kona District, at 326-4646, extension 299.

SINCERELY,

HARRY S. KUBOJIRI
POLICE CHIEF

PAUL H. KEALOHA, JR.
ASSISTANT POLICE CHIEF
AREA II OPERATIONS

RMI/jaj
RS140002

cc: Mr. Ben Ishii, Engineering Division Chief
Hawaii County Department of Public Works
101 Pauahi Street, Suite 7
Hilo, HI 96720

geometrician
ASSOCIATES, LLC
integrating geographic science and planning

phone: (808) 969-7090 fax: (866) 316-6988 PO Box 396 Hilo Hawaii 96721
rterry@hawaii.rr.com

April 22, 2014

Harry Kubojiri, Chief
Hawai‘i County Police Department
349 Kapiolani Street
Hilo HI 96720

Dear Chief Kubojiri:

Subject: Comment to Draft Environmental Assessment for Ali‘i Drive Shoulder Improvements in the Vicinity of Islander Inn, TMKs (3rd) 7-5-008:001 and 003, and Right-of-way of Ali‘i Drive, Kailua, North Kona District, Island of Hawai‘i

Thank you for your comment letter on the Draft EA dated March 19, 2014, in which you stated that your agency had no comments or objections to offer at this time. We very much appreciate your review of the document. If you have any questions about the EA, please contact me at (808) 969-7090.

Sincerely,

Ron Terry

Ron Terry, Principal
Geometrician Associates

Cc: Ben Ishii, P.E., Chief, Engineering Division, DPW

KAILUA VILLAGE BUSINESS
IMPROVEMENT DISTRICT
75-5751 Kuakini Hwy #202
Kailua-Kona, Hawai'i 96740

T: 808.326.7820
F: 808.326.5634
Twitter: kailuavillage
Web: www.KVBID.org

April 3, 2014

Mr. Ron Terry
Geometrician Associates
PO Box 396
Hilo HI 96721

Aloha Ron,

The Kailua Village Business Improvement District supports shoulder improvements on Alii Drive, Kailua-Kona, in the vicinity of Kona Island Inn and Kona Alii.

These improvements will make for safer passage along this narrow stretch for vehicles, bicyclists and pedestrians.

Traffic control during construction will be of paramount importance to keep traffic flowing smoothly and businesses open. Perhaps this will be a good occasion to test the potential success for one-way from north to south traffic patterns since this is under discussion.

Please keep us informed of aesthetic design decisions affecting this project and any other updates.

Mahalo,

Debbie Baker
Executive Director

Cc: Ben Ishii, Engineering Division Chief, Hawaii County DPW
Riley Smith, President, Kailua Village Business Improvement District

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ASSOCIATES, LLC
integrating geographic science and planning

phone: (808) 969-7090 fax: (866) 316-6988 PO Box 396 Hilo Hawaii 96721
rterry@hawaii.rr.com

April 22, 2014

Debbie Baker
Executive Director
Kailua Village Business
Improvement District
75-5751 Kuakini Hwy, #202
Kailua-Kona HI 96740

Dear Ms. Baker:

Subject: Comment to Draft Environmental Assessment for Ali‘i Drive Shoulder Improvements in the Vicinity of Islander Inn, TMKs (3rd) 7-5-008:001 and 003, and Right-of-way of Ali‘i Drive, Kailua, North Kona District, Island of Hawai‘i

Thank you for your comment letter on the Draft EA dated April 3, 2014. In response to your specific points:

1. *Support by the Kailua Village Business Improvement District for safety improvements*. On behalf of the County, I thank you for your support of the project.
2. *Traffic control during construction will be of paramount importance to keep traffic flowing smoothly and businesses open; potential good occasion to test one-way patter for north to south traffic*. DPW has heard from several businesses concerned about traffic congestion, volumes, patterns and detours. First of all, it is DPW’s goal to reduce construction time to the minimum duration practical. The three months discussed in the EA is the maximum time the project should take, and it is likely to be completed considerably sooner. The current plan is to allow two-way traffic controlled by a flagman with alternating directions during the construction workday, after which two-way traffic will be restored. DPW will evaluate the effectiveness of this pattern in reducing congestion and effects to business and switch to one-way traffic if advisable, informed by the feedback of the public. If necessary, several detour options will be considered and one or more of them will be implemented. We would appreciate the feedback of your organization as construction begins.

We would be happy to involve your organization in both and traffic flow and aesthetic design decisions. We look forward to your continuing involvement. We very much appreciate your review of the document. If you have any questions about the EA, please contact me at (808) 969-7090.

Sincerely,

Ron Terry

Ron Terry, Principal
Geometrician Associates

Cc: Ben Ishii, P.E., Chief, Engineering Division, DPW

Bruce Cadwell
info@javaontherock.com
808-345-8525

RECEIVED
2014 APR 1 AM 11 35
OFFICE OF THE MAYOR
COUNTY OF HAWAII
BY _____
MAYOR M.D. D.M.D.

March 25, 2014

Aloha Mayor Kenoi,

I am writing to express my concerns about the upcoming three month lane closure on Ali'i drive to construct a sidewalk on the mauka side, south of Hualalai Road.
I understand the need for building the sidewalk, and I want you to be aware of the cost of the lost business to Java On The Rock and the other businesses that depend on the uninterrupted flow of traffic thru the village on Ali'i drive. Java On The Rock has been in business for 15 years. Over that time we have experienced many road closures and lane closures because of construction, parades and races. With the exception of Ironman Triathlon we always lose business.

A short while back, the north bound lane was closed for several days to do some work on the new Catholic church. A detour was setup at Lunapule road. Traffic was routed up to Kuakini Hwy. There was no attempt made to inform drivers at the Lunapule detour that Ali'i drive was open for local business. My sales dropped by 30% to 35% daily until the lane was reopened. The access and exposure that Ali'i drive provides to my existing and potential customers is crucial to the survival and existence of Java On The Rock.. A three month lane closure will require me to take extreme action to survive. This business supports seven employees who earn much or most of their income through this business. Some of my employees will lose their jobs over this. Please make it a priority to mitigate the loss of income to the employees and businesses on Ali'i drive while this sidewalk is being built.

With my 15 years experience observing Ali'i drive traffic almost daily, I offer the following suggestions to complete the construction and keep the traffic flowing:
1. Close the mauka lane of Ali'i at the alley between Coconut Grove and Lava Java.
2. Detour the traffic up the alleyway to Kuakini Hwy. Place a temporary traffic light at the intersection of Kuakini and the alleyway making it a temporary three way intersection. If no temporary traffic light is available then a traffic officer will do.
I believe that because there is currently no left turn allowed from the alleyway onto Alii drive that there should be very little negative impact to that alleyway. Certainly much less impact than closing the lane at Lunapule.

I realize there are cost associated with my suggestions. But the construction of this new sidewalk is a benefit to all our entire community. Minimizing the impact on those in the immediate area by spreading the cost of effective temporary traffic control to all our entire community is the fair thing to do.

I would appreciate a reply by phone or email. I am open to discussing this further with you, Public Works or any other department of the city.

Sincerely,

Bruce Cadwell, Java on the Rock

geometrician
ASSOCIATES, LLC
integrating geographic science and planning

phone: (808) 969-7090 fax: (866) 316-6988 PO Box 396 Hilo Hawaii 96721
rterry@hawaii.rr.com

April 22, 2014

Bruce Cadwell
info@javaontherock.com

Dear Mr. Cadwell:

Subject: Comment to Draft Environmental Assessment for Ali‘i Drive Shoulder Improvements in the Vicinity of Islander Inn, TMKs (3rd) 7-5-008:001 and 003, and Right-of-way of Ali‘i Drive, Kailua, North Kona District, Island of Hawai‘i

Thank you for your comment email dated March 25, 2014, which we believe was referencing the subject project. In response to your specific points:

1. *Effects to businesses*. First of all, DPW regrets any inconvenience to any business or loss in customer traffic. We understand the vital role businesses like yours play in the economy, job supply and general quality of life. DPW will try to minimize impacts, and appreciates the suggestions you have provided that could help mitigate such impacts. Thank you very much for meeting with Ben Ishii of DPW to discuss ways in which to minimize disruption.
2. *Three-month lane closure*. It is DPW’s goal to reduce construction time to the minimum duration practical. The three months discussed in the EA is the maximum time the project should take, and it is likely to be completed considerably sooner.
3. *Detour idea*. The current plan is to allow two-way traffic controlled by a flagman with alternating directions during the construction workday, after which two-way traffic will be restored. DPW will evaluate the effectiveness of this pattern in reducing congestion and effects to businesses. DPW will monitor the alternating traffic situation, informed by the feedback of the public, to determine how well it works. We would appreciate your feedback as construction begins. If necessary, one-way traffic and several detour options, including the one you recommended, will be considered. The detour between the Ali‘i Sunset Plaza and Coconut Grove Marketplace could be implemented if advisable, but only after discussion with the individual businesses for which this alley provides access and after obtaining permission from the landowners.

We very much appreciate your review of the document. If you have any questions about the EA, please contact me at (808) 969-7090.

Sincerely,

Ron Terry, Principal
Geometrician Associates

Cc: Ben Ishii, P.E., Chief, Engineering Division, DPW

From: J Moore [mailto:jmoore22@hawaii.rr.com]
Sent: Friday, March 21, 2014 6:17 PM
To: 'Ron Terry'
Subject: RE: EA for Alii Drive

Great. I know Ben has been out here personally on a few occasions. Our concrete contractor has talked with him as we are trying to dovetail our improvements out front with the County's project.

Is there a rendering in the report you sent me or if not, would you be able to provide one. And do you know what type of palm trees are planned to go in? There are always height considerations for the ocean front units and I know they will be asking how tall these trees grow and at what rate.

I appreciate your quick response. It's Friday, 6pm and you are still at the computer. Very impressive.

Mahalo nui,
Jim

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phone: (808) 969-7090 fax: (866) 316-6988 PO Box 396 Hilo Hawaii 96721
rterry@hawaii.rr.com

April 22, 2014

Jim and Jill Moore
jmoore22@hawaii.rr.com

Dear Mr. and Mrs. Moore:

Subject: Comment to Draft Environmental Assessment for Ali‘i Drive Shoulder Improvements in the Vicinity of Islander Inn, TMKs (3rd) 7-5-008:001 and 003, and Right-of-way of Ali‘i Drive, Kailua, North Kona District, Island of Hawai‘i

Thank you for the email exchange, one of which I have included as a “comment” on the EA in order to ensure that your questions are concerned. As I replied in the email, the project design did not include any renderings. As the project landscape design is finalized, DPW will contact you to discuss the species of palm trees and the view considerations you bring up. On behalf of the County, I thank you for your support of and involvement in the project.

We very much appreciate your review of the document. If you have any questions about the EA, please contact me at (808) 969-7090.

Sincerely,

Ron Terry

Ron Terry, Principal
Geometrician Associates

Cc: Ben Ishii, P.E., Chief, Engineering Division, DPW

William P. Kenoi
Mayor

Duane Kanuha
Director

Bobby Command
Deputy Director

West Hawai'i Office
74-5044 Ane Keohokalole Hwy
Kailua-Kona, Hawai'i 96740
Phone (808) 323-4770
Fax (808) 327-3563

County of Hawai'i
PLANNING DEPARTMENT

East Hawai'i Office
101 Pauahi Street, Suite 3
Hilo, Hawai'i 96720
Phone (808) 961-8288
Fax (808) 961-8742

April 3, 2014

Mr. Ron Terry, Ph.D
Geometrician Associates, LLC
P.O. Box 396
Hilo, HI 96721

Dear Dr. Terry:

Subject: Draft Environmental Assessment
Project: Ali'i Drive Shoulder Improvements In the Vicinity of Islander Inn
TMKs: (3) 7-5-008:001 & 003; Hienaloli, North Kona, Hawai'i

Thank you for your letter received March 5, 2014, requesting comments from this office regarding the Draft Environmental Assessment (DEA) for the subject project.

The County of Hawai'i, Department of Public Works proposes the widening of approximately 350 feet of the mauka shoulder along Ali'i Drive in the vicinity of the Islander Inn and the Kona Ali'i Condominium complex. Currently, the pedestrian access along the road shoulder in this area is between 1.5 and 5 feet in width; the proposed widening would increase the shoulder width to a standard 5 feet, add a 2.5 foot wall along the shoulder, and construct some terraced areas for planting.

As the project occurs within the SMA, a Special Management Area Use Permit Assessment Application (SMAA) will need to be submitted for the proposal prior to commencement of any work on the subject project. A copy of the final Environmental Assessment should also accompany the SMAA. According to Hawai'i Revised Statutes (HRS), Chapter 205A-22, "development" includes the "*construction, reconstruction, demolition, or alteration of the size of any structure*", however, "development" does not include the "*repair or maintenance of roads and highways within existing rights-of-way*". Therefore, the site plan required as part of a complete Special Management Area Use Permit Assessment Application (SMAA) should clearly indicate the area of potential effect (APE) as well as the extent of the Ali'i Drive right-of-way (ROW). The valuation of the portion of the project occurring within the APE but outside of the Ali'i Drive ROW will also be required a part of a complete SMAA. Should the valuation of the portion of the project occurring within the APE but outside of the Ali'i Drive ROW exceed $500,000, the applicant may forego the submission of a SMAA in favor of a Special

Management Area (Major) Use Permit Application. The signatures of all land-owners within the APE will also be required on any application.

Additionally, in support of our important natural and cultural resources, and as generally referenced by the General Plan [Policy 8.3(p)], Kona Community Development Plan (Action CR-2.2c), and the Zoning Code (Section 25-4-59.3) we recommend that appropriate native plants be incorporated into the landscaping plans in place of the proposed ornamental palms.

We have no further comments to offer, at this time. However, please keep us informed and provide our department with a copy of the final Environmental Assessment for our files. If you have any questions or if you need further assistance, please feel free to contact Lucas Mead of this office at 961-8140.

Sincerely,

for DUANE KANUHA
Planning Director

LM:
P:\wpwin60\Luke\dEA, EA, & EIS Comments\draftea Alii_Drive_Shoulder_Widening.doc

geometrician
ASSOCIATES, LLC
integrating geographic science and planning

phone: (808) 969-7090 fax: (866) 316-6988 PO Box 396 Hilo Hawaii 96721
rterry@hawaii.rr.com

April 22, 2014

Duane Kanuha, Director
Hawai‘i County Planning Dept.
101 Pauahi Street, Suite 3
Hilo HI 96720

Dear Mr. Kanuha:

Subject: Comment to Draft Environmental Assessment for Ali‘i Drive Shoulder Improvements in the Vicinity of Islander Inn, TMKs (3rd) 7-5-008:001 and 003, and Right-of-way of Ali‘i Drive, Kailua, North Kona District, Island of Hawai‘i

Thank you for your comment letter dated April 3, 2014, on the Draft EA. In response to your specific points:

1. *Special Management Area (SMA).* DPW will be providing your office with an SMA Assessment and a copy of the Final EA, with signatures of all landowners whose property is involved.
2. *Native plants in lieu of ornamental palms*. DPW will take this into consideration as it plans the landscape and balances retention of the current landscape values and landowner concerns and preferences with the cited planning goals. DPW will provide further discussion of this in the SMA.

We very much appreciate your review of the document. If you have any questions about the EA, please contact me at (808) 969-7090.

Sincerely,

Ron Terry

Ron Terry, Principal
Geometrician Associates

Cc: Ben Ishii, P.E., Chief, Engineering Division, DPW

NEIL ABERCROMBIE
GOVERNOR

VACANT
DIRECTOR

STATE OF HAWAI'I
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
Department of Health
235 South Beretania Street, Suite 702
Honolulu, Hawai'i 96813
Telephone (808) 586-4185
Facsimile (808) 586-4186
Email: oeqchawaii@doh.hawaii.gov

April 10, 2014

Warren H. W. Lee, Director
Attn: Ben Ishii
Department of Public Works
County of Hawai'i
101 Pau'ahi Street, Suite 7
Hilo, Hawai'i 96720-4224

Subject: Draft Environmental Assessment for Ali'i Drive Shoulder Improvements in the Vicinity of Island Inn, TMK 7-5-008:001 and 003; Right-of-way of Ali'i Drive, Island of Hawai'i

Dear Mr. Lee,

The Office of Environmental Quality Control published the subject draft environmental assessment in the March 8, 2014 issue of The Environmental Notice. After review of the draft EA, our office offers the following comment:

> Page 12 (p. 21, PDF view) discusses the project's impacts and mitigation measures on "drainage, water features and water quality." Please discuss where the staging area will be for the project and any impacts and mitigation to "drainage, water features and water quality" at the staging area, if a staging area will be used.

Please feel free to contact our office at (808) 586-4185 if you have further questions.

Sincerely,

Herman Tuiolosega
Senior Planner

14-01868

geometrician
ASSOCIATES, LLC
integrating geographic science and planning

phone: (808) 969-7090 fax: (866) 316-6988 PO Box 396 Hilo Hawaii 96721
rterry@hawaii.rr.com

April 22, 2014

Herman Tuiolosega, Senior Planner
Office of Environmental Quality Control
Department of Health
235 South Beretania Street, Suite 702
Honolulu, Hawai'i 96813

Dear Mr. Tuiolosega:

Subject: Comment to Draft Environmental Assessment for Ali‘i Drive Shoulder Improvements in the Vicinity of Islander Inn, TMKs (3rd) 7-5-008:001 and 003, and Right-of-way of Ali‘i Drive, Kailua, North Kona District, Island of Hawai‘i

Thank you for your comment letter on the Draft EA dated April 10, 2014, in which you inquired about the staging area for the project. Due to the limited space in the construction area, no staging area will be used for this project, and contractors will mobilize and demobilize each day. This information has been added to the Final EA.

We very much appreciate your review of the document. If you have any questions about the EA, please contact me at (808) 969-7090.

Sincerely,

Ron Terry

Ron Terry, Principal
Geometrician Associates

Cc: Ben Ishii, P.E., Chief, Engineering Division, DPW