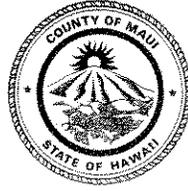


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August 2, 2007

AUG 23 2007

Ms. Genevieve Salmonson  
Director  
State of Hawaii Office of Environmental Quality Control  
235 South Beretania Street  
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

**SUBJECT:** Final Environmental Assessment (FEA) for proposed Paia Park Bikeway,  
Phase III of the Northshore Greenway; TMK (2) 2-5-005:017, 046 and  
047 (por.), Paia, Maui, Hawaii

The County of Maui, Department of Public Works has reviewed the Final Environmental Assessment (EA) for the subject project, and has determined that a Finding of No Significant Impact (FONSI) is warranted. Please publish the notice of availability for this project in the next edition of the OEQC Environmental Notice, August 28, 2007.

We have enclosed two (2) bound copies of the Final EA, as well as one (1) disc containing an electronic copy of the document. We will also be transmitting a completed OEQC publication form via e-mail (e-mail will be transmitted by Chris Hart & Partners, Inc.). The project summary is unchanged from that published for the Draft EA. Should you have any questions, please call Mr. Joe Krueger of the Department of Public Works, Engineering Division, or Matthew Slepín of Chris Hart & Partners at 242-1955.

Respectfully Yours,

A handwritten signature in cursive script, appearing to read "Milton Arakawa".

Milton Arakawa, A.I.C.P.  
Director of Public Works

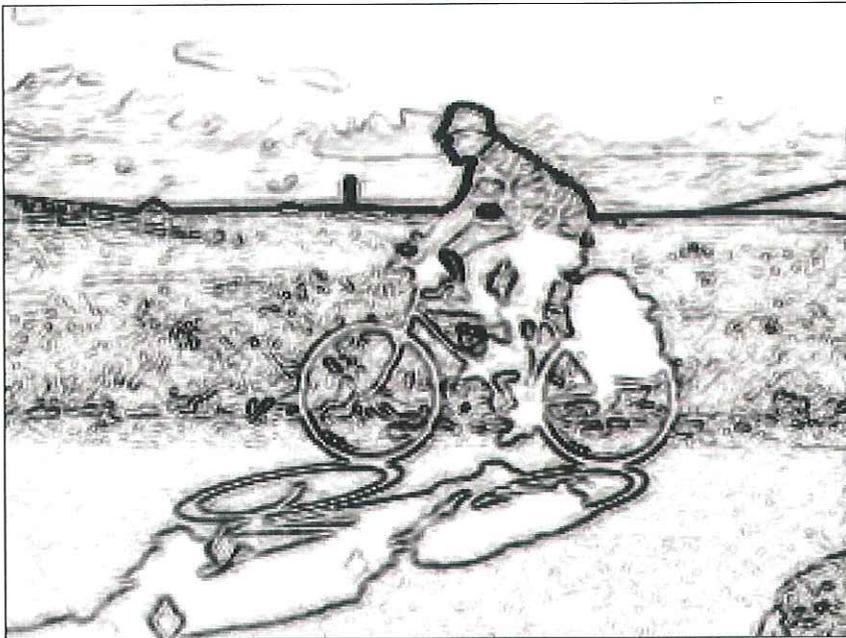
MA/CY/jk(ED07-448)  
cc: Engineering Division  
Matt Slepín

# Final Environmental Assessment

for the

## Paia Parks Bikeway:

### Phase III of The Northshore Greenway



**CHRIS  
HART**  
& PARTNERS, INC.

August, 2007

# Executive Summary

Project Name:	Proposed Paia Parks Bikeway; Phase III of the Northshore Greenway
Location:	Maui Island Paia
TMK:	(2) 2-5-005:017, 046, and 047 (por.)
Proposing/ Approving Agency:	County of Maui Department of Public Works and Environmental Management Wailuku, Hawaii 96793 Contact: Joe Krueger Phone: 808.270.7745
Consultant:	Chris Hart and Partners, Inc. 1955 Main Street Wailuku, Hawaii 96793 Contact: Matthew M. Slepín, Senior Planner Phone: 808.242.1955
Project Summary:	<p>The County of Maui, Department of Public Works and Environmental Management proposes construction of Phase III of the Northshore Greenway Project ( the “Paia Parks Bikeway”). The proposed action involves the construction of a dedicated pedestrian/bicycle path in the vicinity of Paia Town, on the north shore of Maui. The proposed path will run from Puna Road in Paia Town to H.A. Baldwin Beach Park. The path will be 12 feet in width and approximately .66 miles in length.</p> <p>Previous phases of the project have already been implemented. Phases I and II created a path running from Kanaha Beach Park, along Sprecklesville Beach Road (also known as Stable Road), along Hana Highway, into a residential subdivision to end at Pa’ani Place, by the Maui County Club. A final phase, which would link Phases I and II with the proposed Phase III, is not being proposed at present and will be the subject of a future project at such time as it is proposed.</p>

# Table of Contents



I. Overview of Proposed Request -----	1
A. Introduction -----	1
B. Project Area -----	3
1. Location-----	3
2. Land Ownership-----	3
C. Project Description-----	3
1. Proposed Improvements -----	3
2. Detailed Routing-----	3
D. Costs and Schedule-----	4
E. Alternatives -----	4
F. Applicable Permits-----	5
II. Existing Environmental Settings, Potential Impacts, and Mitigation Measures -----	6
A. Physical Environment-----	6
1. Surrounding Land Use -----	6
2. Climate -----	6
3. Topography -----	7
4. Soils-----	7
5. Flood and Tsunami Hazard -----	7
6. Flora and Fauna-----	8
7. Air Quality-----	8
8. Noise Characteristics -----	8
9. Visual Resources -----	9
10. Archaeological and Historical Resources -----	9
B. Socio-Economic Environment -----	12
C. Public Services -----	12
D. Infrastructure-----	12
1. Water -----	12
2. Wastewater -----	12
3. Electricity -----	12

E. Cumulative and Secondary Impacts -----	13
F. Summary of Unavoidable Impacts on the Environment and Resources -----	13
III. Relationship to Governmental Plans, Policies, and Controls -----	15
A. State Land Use Districts -----	15
B. Maui County General Plan -----	15
C. Paia-Haiku Community Plan -----	16
D. Maui County Zoning -----	16
E. Other Plans -----	16
1. Bike Plan Hawaii, a State of Hawaii Master Plan -----	16
2. Northshore Greenway Bikeway Component Master Plan -----	17
3. Upcountry Greenway Master Plan -----	17
F. Environmental Assessment Significance Criteria -----	18
References -----	22

Figures

- Figure 1 – Regional Location Map
- Figure 2 – Route Map
- Figure 3 – Route Photos 1-6
- Figure 4 – Standard Bikeway Cross-Section
- Figure 5 – Soils Map
- Figure 6 – Flood Map

Appendices

- Appendix A - Drainage Verification Letter
- Appendix B - Archaeological Reconnaissance Report
- Appendix C - Early Consultation
- Appendix D - Letters Received During the Draft Environmental Assessment Public Comment Period and Responses to Substantive Comments

# I. Overview of Proposed Request

## A. Introduction

The Northshore Greenway is defined as a corridor that extends along the coastal lowlands between Kahului and Paia. In early 1994, a state master plan, Bike Plan Hawaii, identified the Northshore Greenway as a top-priority bikeway location. Later that year, the County of Maui published the Northshore Greenway Bikeway Component Master Plan, which outlined the bikeway's routing and phased construction.

When the Northshore Greenway Project was initially conceptualized, construction of the Bikeway was to consist of two phases. Phase I, also known as the "Airport Bikeway," is a separated pedestrian/cyclist pathway extending from Kanaha Beach Park and traveling makai of Kahului Airport to Spreckelsville Beach Road (Stable Road). A Special Management Area (SMA) permit for Phase I, the Airport Bikeway, was approved by the Maui Planning Commission on January 9, 1996. Phase I was completed later that year and is in use today.

Phase II of the Northshore Bikeway, originally termed the "Spreckelsville Bikeway," was envisioned as a dedicated bicycle and pedestrian route extending from Stable Road to Lower Paia Park. A 1998 Draft Environmental Assessment (EA) for Phase II addressed the entire phase as one project; however, the County's original intent was to reserve the option, as stated in the 1998 Draft EA, that the County "may construct the project in phases depending on the availability of funding."

Between the production of the December 1998 Draft Environmental Assessment and the February 2001 Final Environmental Assessment, Phase II of the Northshore Bikeway was officially bifurcated into Phase II, the "Spreckelsville Bikeway" and a separate Phase III, referred to as the "Baldwin Bikeway." The "Spreckelsville Bikeway" was limited to a combination of separated bike paths and bike lanes within existing roadways, beginning at the terminus of the Airport Bikeway at Spreckelsville Beach Road and continuing to the Maui Country Club. The "Baldwin Bikeway" would comprise the remaining section, which was intended to traverse the dune area behind Baldwin Beach, Baldwin Park, and agricultural land near Lower Paia Park, terminating at Lower Paia Park. A Special Management Area (SMA) permit for Phase II, the "Spreckelsville Bikeway," was approved by the Maui Planning Commission on August 28, 2001. Phase II was completed in 2002 and is currently in use (See: Figure 2).

Private concerns regarding the routing of Phase III, the "Baldwin Bikeway," coupled with concerns on the part of the Burial Council which the Department of Public Works could not mitigate before funding lapsed,

resulted in the further bifurcation of Phase III later in 2001. The newly created Phase III, the “Paia Parks Bikeway,” consists of the section of bikeway extending from Baldwin Beach Park to Lower Paia Park, and is the subject of this EA/SMA application. Phase IV represents the final section which will extend from the Maui Country Club entrance to Baldwin Beach Park.

In 2004, given still unresolved concerns on the part of the Burial Council about the section from the Maui Country Club to Baldwin Park, a decision was made to move ahead with the section from Baldwin Beach Park to Lower Paia Park as Phase III of the project.

In 2006 the Maui County Council approved funding for the construction of Phase III, which is the section of bikeway extending from Baldwin Beach Park to Lower Paia Park.

Current planning of the bikeway establishes the following phases:

***Phase I (completed):*** The *Airport Bikeway* is a separated pathway that extends from Kanaha Beach Park and travels along the makai edge of the Kahului Airport. The eastern section of the pathway runs along Spreckelsville Beach Road (aka Old Stable Road).

***Phase II (completed):*** The *Spreckelsville Bikeway* is a combination of bike lanes within existing roadways and separated bike paths. Phase II commences from the terminus of Phase I along Spreckelsville Beach Road and extends along private and public roadways. Phase II terminates at Nonohe Place, near to the Maui County Club.

***Phase III (proposed):*** The *Paia Parks Bikeway*, the subject of this application, begins at Lower Paia Park and parallels Hana Highway via a separated path that terminates at H.A. Baldwin Park.

***Phase IV (future):*** The *Baldwin Bikeway* would be located between Phases II and III. The specific routing, however, is currently undefined.

The Paia Parks Bikeway is intended to constitute a new, recreational outlet for the public; provide a link to and access to coastal resources; and encourage the use of alternative transportation. The subject project will be functional as a self-contained path, allowing travel between Paia Town and Baldwin Beach Park off of the State Highway.

## B. Project Area

### 1. Location

The project area is located on Maui's north shore, in the Paia region. (See: Figure 1, Regional Location Map). The project corridor extends approximately .66 miles between Lower Paia Park and H.A. Baldwin Park. (See: Figure 2, Route Map, and Figure 3, Route Photos 1-6).

### 2. Land Ownership

The proposed bikeway traverse property owned by A&B Hawaii, Inc., in fee simple. The route will also utilize designated sections within the County-owned right of way of one public road.

## C. Project Description

### 1. Proposed Improvements

The proposed improvements consist of paved bikeways with associated landscaping. All non-paved areas along the bike path will be landscaped with grass. The County of Maui, Department of Public Works typically uses Bermuda grass (*Cynodon Dactylon*) for such landscaping, in part because of the low maintenance requirements. No irrigation will be required for this project. This is consistent with the Kanaha Park to Kaunoa Senior Center portion of the bikeway, which also uses no irrigation. The contractor shall be responsible for maintenance of the landscaping during the approximately nine (9) month plant establishment period, and the County shall take over maintenance thereafter.

The width of the bikeway is 12 feet throughout the approximately .66 mile length. (See: Figure 4, Standard Bikeway Cross-Section). At traffic crossings, barriers will be installed to prevent automobiles from using the bikeway.

### 2. Detailed Routing

The proposed Paia Parks Bikeway begins at Lower Paia Park and Puna Road. The route stretches parallel to and makai of Hana Highway for approximately 1850 feet. As the bikeway nears H.A. Baldwin Park, it will cross over a 20-foot easement in favor of cane-related access. The path turns north (makai) at the park property line, adjacent to the Rinzai Zen Mission and continues to parallel the park property line, eventually bearing west before the park multi-function area. The bikeway continues west running parallel to a low, wooden fence finally terminating at the public access road along the western boundary of the park (See: Figure 2, Route Map).

## D. Costs and Schedule

Total estimated construction costs are \$370,000.

Funding for the Paia Parks Bikeway will be provided through a combination of County and Federal monies. The (Federal) Transportation Equity Act for the 21<sup>st</sup> Century (TEA21) provides funding in an 80/20 percent Federal to local cost sharing basis. Bike and pedestrian pathways qualify for this funding under TEA21's Surface Transportation Program (STP) (Section 1007). Ten percent of each state's annual STP funds are available exclusively for "Transportation Enhancement" Activities (TEAs), which can be used for bikeways built for transportation purposes.

Construction will be initiated following the receipt of all applicable permits. Construction of the bikeway itself is estimated at three (3) months, while establishing the landscaping is estimated at approximately nine (9) months.

## E. Alternatives

### *Hana Highway Route Alternative*

A prospective route within the Hana Highway right-of-way was considered. This alternative was deemed undesirable as it placed pedestrians and cyclists within the immediate vicinity of highway, automotive traffic and would not be as safe as locating the bikeway away from the right-of-way.

### *Coastal Route Alternative*

A scenic coastal route was considered between Baby Beach and H.A. Baldwin Park, however it was judged that construction could impact or be impacted by the dynamic nature of the coastal sand dunes. The proposed route is considered superior for it avoids transitional sand dunes and is significantly sheltered from wave and wind elements.

### *No Action Alternative*

Currently, there is no designated bicycle or pedestrian route connecting Paia and H.A. Baldwin Park, a popular destination. Visitors to the Park must drive or use undesignated, highway shoulders. The No Action Alternative would thus not provide a safe, adequate facility to encourage the use of alternative transportation. This alternative upholds the public's reliance upon motor vehicles for transportation to and from H.A. Baldwin Park and was deemed undesirable.

## F. Applicable Permits

*County:*

Special Management Area (SMA) Use Permit  
Building Permit  
Grading Permit  
Special Flood Hazard Area Development Permit  
Flood Hazard Area Certification

## II. Existing Environmental Settings, Potential Impacts, and Mitigation Measures

### A. Physical Environment

#### 1. Surrounding Land Use

Land uses in the vicinity of the project route include approximately 30 acres of agricultural land, H.A. Baldwin Park, a Buddhist mission, and Hana Highway.

##### *Agricultural and Undeveloped Land*

These surrounding land uses include sugar cane fields, as well as the Kailua Gulch, located on the western side of H.A. Baldwin Park. The combination of the bikeway's non-obstructive construction, self-contained route, and its quiet, non-polluting nature of use make it compatible with undeveloped lands along route. No night lighting fixtures are included in the bikeway plan and the pathway will not cross Kailua Gulch

##### *Recreational Areas*

H.A. Baldwin Park's visitors arrive by foot, cycle and car. Expanding alternative access to and through the park will increase its recreational value. The bike path along the park's eastern border is a significant distance away in order not to affect use of the existing soccer field.

##### *Highways*

The proposed route does not cross Hana Highway. Bikeway sections in the vicinity of the highway use existing barriers (tree-lines, dirt berms) where practical and are approximately 30 feet away from the highway.

#### 2. Climate

The project site is located near the northern shoreline on the central isthmus of the island of Maui and subject to the tradewinds that occur on all the Hawaiian Islands. Annual median rainfall is approximately 20 inches per year. The moderate climate makes it ideal for bikeway use as a transportation and recreation outlet.

Tradewinds along this section of Maui's coastline can make biking difficult along unprotected travel ways. Where possible the bikeway is located near existing sheltering vegetation in order to lessen the effects of tradewinds on cyclists.

### 3. Topography

The project corridor is surrounded by coastal lowlands and is characterized by generally level terrain conducive to bicycle travel. The majority of the proposed route is between 15 and 17 feet mean sea level (MSL), with a high of 17 feet MSL along Hana Highway and a low of 15 feet MSL at H.A. Baldwin Park.

The route's minimal grade and contour changes allow the bikeway construction to generally follow existing topography. The constructed bikeway contains no structures that would impede scenic viewplanes.

### 4. Soils

According to the "Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai and Lanai," US Department of Agriculture, Soil Conservation Service, August 1972, the Soil within the proposed bikeway is classified as Dune Land (DL) and Pulehu Silt Loam (PpA, PpB). (See: Figure 5, Soils Map).

Dune Land (DL) consists of windblown sand particles accumulating and forming hills and ridges. Pulehu Silt Loam (PpA, PpB) consists of well-drained soils on alluvial fans, stream terraces, and in basins. They developed in alluvium washed from basic igneous rock.

Considering the area's light rainfall and well-drained soils, natural runoff from the bikeway will not impact the underlying or adjacent soils.

### 5. Flood and Tsunami Hazard

According to the Federal Insurance Rate Maps (FIRM) generated by the Federal Emergency Management Agency (FEMA), a portion of the bikeway is located in a tsunami zone classified as V23 and Flood Zone A4. (See: Figure 6, Flood Map).

The bikeway will have a minimum impact to flooding and tsunami inundation since the project will generally follow the existing ground surface. The flat terrain allows for minimum grade and contour changes within the tsunami and flood zones.

The bikeway will not have significant impact to stormwater runoff characteristic in the project area and will not impact current drainage patterns along Hana Highway or within H.A. Baldwin Park. Through undeveloped areas, the bikeway will be sloped or crowned to locally dissipate storm runoff. This minimizes the potential for runoff accumulation and allows for dissipation of the minor increase in runoff over a large area. There are no anticipated, adverse impacts to

adjacent or downstream properties. (See: Appendix A, Drainage Verification Letter).

The nature of the project itself will present no barriers or structures to impede tsunami and flood inundation action. Therefore the proposed project will have no significant impact upon the existing flood or tsunami areas and it will not negatively impact adjacent or nearby properties. A Civil Defense siren system is located along the coastline to warn bikeway users of potential tsunami hazard.

## **6. Flora and Fauna**

The project area is primarily populated with non-native grasses, shrubs, and trees, as well as by the sugar cane crops of the agricultural fields. The portion of the bikeway located at H.A. Baldwin Park intersects a row of mature Coconut Palm trees. Implementation of the proposed bikeway will require the removal or replanting of two (2) existing Coconut Palms.

There are no known significant habitats of rare, endangered or threatened species of flora and fauna located within the project corridor. Impacts to existing vegetation along the route will be minimized in order to maintain natural aesthetic qualities and protection from tradewinds.

## **7. Air Quality**

Emissions from trucks and construction equipment with diesel engines could be cause for short-term air pollution impacts. These emissions are expected to be insignificant.

Impacts from dust generated by construction activities such as clearing and grubbing operations and by the movement of construction equipment and construction vehicles can be mitigated through frequent watering of the site.

Use of the bikeway by pedestrians and bicyclists is not expected to have a negative impact on air quality. It is hoped that the bikeway will lead to reductions in vehicle use, which could have positive benefits to air quality through reduced air emissions.

## **8. Noise Characteristics**

Background noise in the project area is attributable to natural sources, such as wind and surf, as well as urban sources, such as automotive and aircraft traffic.

There is a potential for short-term impacts during the construction phase. Using mufflers on construction equipment, together with

restricting construction activities to standard working hours will help mitigate noise impacts to nearby residences. All operations will be in compliance with the State Department of Health's rules and regulations.

Non-construction related impacts include noise generated by pedestrians and bicyclists. These impacts are anticipated to be insignificant. The bikeway will not be lighted, therefore no significant usage of the bikeway during nighttime hours is expected.

## 9. Visual Resources

The proposed project is not expected to cause a significant impact to visual resources. The construction of the bikeway does not include any obstacles to the visual plain nor will it subtract from existing aesthetic resources. The project aims to leave vegetation intact to the extent practical and to maintain natural aesthetics.

## 10. Archaeological and Historical Resources

An archaeological inventory survey was conducted along the proposed bike route in August of 1998. (See: Appendix B, Archaeological Reconnaissance Report). The surveying firm, Scientific Consultant Services, found no surface or subsurface cultural deposits and notes that no known significant sites are located within the project corridor. Remnants rail tracks remain at the Puna Road entrance off of Hana Highway; the bike path will join Puna Road some twenty feet to the north of the remnants and is not expected to affect them.

No further work is recommended. Should any cultural or historic deposits be found during project implementation, all work in that location shall halt and the appropriate entities contacted.

## 11. Cultural Impact Assessment

### A. Historical Context

The proposed project is located in Paia, a large land district (*ahupua'a*) on the northern shore of Maui Island. Along the ocean front, Ku'au sets the main east end border for the ahupua'a. From here the border extends *mauka* (landward) to Hali'imaile, west to Pukalani, then *makai* (seaward) to the current location of the Kahului airport. The area is characterized by sandy beaches, shoreline reef formations, and low dune lands with a few relatively low rocky cliffs and points. The Pa'ia district is mentioned in Hawaiian legends as a place where the *ali'i* (nobility) came to surf and enjoy water sports, enhancing its modern importance as a recreational resource.

The land surrounding Pa'ia is dry, yet fertile. Traditionally, the area was perfect for dry land taro (*kalo*) and sweet potato cultivation. Oral histories and ethnohistoric accounts indicate that while primary population centers and agricultural activities occurred within the Wailuku area, coastal areas like Pa'ia and Ku'au supported smaller-scale agricultural endeavors and were a primary source of a variety of readily available marine resources.

The area's importance in Hawaiian oral history is indicated by the number of references to landings, battles and visits conducted here by various *ali'i nui* (high chiefs). Based on the patterning of known sites in the area, it can be said that the coastal zone has a high potential of containing significant buried cultural deposits and significant cultural features such as human burials; however, apart from archaeological evidence of burials, this area of Maui does not appear to have had significant population centers. No *heiau* (shrines) or any other major archaeological features are documented in the vicinity of Pa'ia Town.

Extensive land disturbance in the project area has occurred repeatedly throughout the period following western contact. Beginning in the 1850s and continuing to the present day, sugar cane cultivation and its related infrastructure became a dominant force shaping the cultural, economic, and environmental landscape of the region. The modification of the natural landscape for the sugar cane fields, construction of the railroad and associated facilities, and the establishment of sugar-cane related labor settlements changed the land dramatically.

## **B. Informant Interviews**

To obtain a wider array of cultural perspectives, a number of individuals with longstanding familiarity with the project area were contacted to provide additional cultural information, to be collected by interview. An interview was conducted with Mr. Lopaka Edward Aiwohi, an individual knowledgeable about and familiar with the area of the proposed project and its history. The interview was conducted on January 25, 2007, by Chris Hart & Partners. A summary of the interview is presented below.

Mr. Aiwohi was born in 1955, in Puunene, Maui. Mr. Aiwohi spent most of his childhood in Lower Paia, at a house near Paia Park, and frequently in the company of his uncle, Rene Sylva. His grandfather, Frank, was the sheriff of Paia in the 1930's. After graduating school and spending six years in the Navy, the interviewee returned to Paia to live with his uncle. In the 1990's, Mr. Aiwohi was a member of

the Maui/Lanai Burial Council. The interviewee thus has a long-standing association and familiarity with this project site, the surrounding environs, and cultural issues.

Mr. Aiwahi had many memories of fishing and related activities in Paia. He recalled time spent in the “fishing gangs” or “akule gangs” of Paia when he was a boy, in the 1960’s. The gang was usually headed by his uncle, Rene Silva, who would provide the boat and other equipment necessary for fishing for the akule. Friends and relatives were invited to join the expedition. Flat-bottomed boat would surround the schools of akule and use nets to catch them. The fish would then be divided up into shares, with the head fishermen receiving two shares and the boys (such as Mr. Aiwahi at the time) receiving a half-share. The interviewee recalled that there were many such gangs all around the island in those days; Paia had two or three at any time. However, there are none left in Paia to his knowledge and only a few communities, such as Hana, Keanae, and Lahaina, have them now.

In addition to recounting the akule gangs, Mr. Aiwahi also recalled catching turtles and lobsters and net-fishing from the shore, particularly in the area of the old lime kilns. Fishing in general is much diminished in Paia now. In part, this resulted from demographic changes in Paia; Mr. Aiwahi noted that the unspoken rules of fishing in the old days had disappeared as new residents arrived who were unaware of the etiquette.

The interviewee suggested that undiscovered native burial sites probably underlie the project area. He recalled that the area now known as “Baby Beach”, at the western extent of Baldwin Beach Park, had many uncovered skulls and other bones lying about when he was a boy. He further noted that there was some shoreline gathering further makai of the project site. He was unaware of any other traditional or cultural activities in the project area.

Mr. Aiwahi expressed some concern that the existing Paia Park parking area is inadequate, particularly on the weekends, and that people might park on the bikeway. He recalled that the Burial Council had some concerns over the Northshore Greenway project during his term, particularly regarding the future Phase IV of the project, spanning the distance between the Maui Country Club and Baldwin Beach Park.

### **C. Assessment**

The proposed action is not anticipated to result in any substantial adverse cultural impacts. The Pa’ia District as a whole is noted as

being significant from a cultural perspective; however, lands in the vicinity of the project site have been significantly altered by existing development and through disturbance associated with sugar cultivation. In addition, archaeological field work, historical research and local resident interviews indicate that there are no historic properties or significant cultural or religious activities which will be adversely impacted by the proposed improvements.

## **B. Socio-Economic Environment**

Minor positive short-term economic impact will result due to the increase in construction-related employment and revenues generated by the purchase of materials, equipment and supplies.

Positive long-term impacts include new resources for alternative transportation, additional access to recreational sites, and the addition of a new recreational outlet.

## **C. Public Services**

The project will not extend fire, police, or medical service areas, nor place additional burden upon those services. The bikeway will not be open to public vehicular traffic. The bikeway will be self-policing with users reporting to the County police any disruptions, violations and unauthorized use of the bikeway. There should be no significant, adverse impacts to public services.

## **D. Infrastructure**

### **1. Water**

There are no water services associated with the operations of the bikeway. Non-potable water will be used for dust control during the construction of the project. Otherwise, the bikeway does not place any demand on County or private water systems.

### **2. Wastewater**

There are no waste facilities associated with the proposed bikeway and the project will not add to the wastewater load to the existing County waste water system.

### **3. Electricity**

There will be no long-term impact upon electrical services. The bikeway will be a daylight route with no streetlights or other electrical devices to require the use of electrical power

## **E. Cumulative and Secondary Impacts**

Cumulative impacts are defined as the impact on the environment which results from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions.

The proposed project is a part of the Northshore Greenway Project. Two (2) previous phases of this project have been developed and a final phase remains to be implemented in the future. This phased implementation resulted from difficulties in designing, funding, and permitting the entire bikeway in a single phase. Each of the phases of the Northshore Greenway Project has individual merit and can serve as an individual project. Each phase of the project provides a valuable, yet regional, resources without being linked necessarily to the other phases. Therefore, construction of any single phase does not require the completion of any other phases, nor does it involve a commitment to larger actions.

It is reasonable to expect that a cumulative effect of implementing Phase III is a potential increase in the use of Phases I and II. Increased use of bikeways will result in generally positive effects, such as reduced use of automobiles, greater access to recreational resources, and increased pedestrian and cyclist safety when compared to existing practices. There are no direct community growth impacts resulting from or occurring with either Phase III or the project as a whole. There are no other public works projects anticipated within the project context.

Secondary impacts are those which have the potential to occur later in time or farther in distance, but are still reasonably foreseeable. They can be viewed as actions of others that are taken because of the presence of the project. Secondary impacts from highway projects, for example, can occur because they can induce development by removing one of the impediments to growth-transportation access.

There are no substantial, foreseeable secondary impacts associated with the proposed project. It is not considered a generating component for population, nor will it place additional burden upon infrastructure or the environment.

## **F. Summary of Unavoidable Impacts on the Environment and Resources**

Construction-related activities will generate moderate, unavoidable, short-term impacts. Once the construction is completed, the project is not anticipated to have substantial adverse impacts upon the environment or residents of the area.

The duration of construction-related activities is anticipated to be brief, however the following mitigation measures could reduce impacts to air and water quality, and reduce noise, and vector impacts.

- Provide vector control before construction activities in accordance with the rules and regulations of the Department of Health
- Provide Best-Management-Practices (BMPs) to contain dust and runoff from the project area. Such measures could include dust and silt screens, construction watering, covering disturbed and loose soils, and covering vehicular loads of materials leaving and entering the project site.
- Provide environmental noise control by limiting construction activities to daylight hours, requiring engine-driven machinery to have the appropriate mufflers, and obtaining a construction noise permit, if required, from the Department of Health
- Properly disposing of demolition wastes in a designated landfill and/or recycling construction materials

The project will require the irrevocable commitment of time, energy, and land.

### III. Relationship to Governmental Plans, Policies, and Controls

#### A. State Land Use Districts

Chapter 205, Hawaii Revised Statutes, relating to the Land Use Commission, establishes four (4) major land use districts in which all lands in the state are placed. These districts are designated as “Urban”, “Rural”, “Agricultural”, and “Conservation”.

The subject property is located within the “Urban” district. The proposed action is consistent with this designation.

#### B. Maui County General Plan

The Maui County General Plan (1990 Update) sets forth broad objectives and policies to help guide the long-range development of the County. As stated in the Maui County Charter, “The purpose of the General Plan is to recognize and state the major problems and opportunities concerning the needs and the development of the County and the social, economic and environmental effects of such development and set forth the desired sequence, patterns and characteristics of future development.”

The proposed project is in keeping with the following General Plan Objectives and Policies:

**Objective:** To use the land within the County for the social and economic benefit of all the County’s residents.

**Policy:** Encourage land use patterns that foster a pedestrian oriented environment to include such amenities as bike paths, linear parks, landscaped buffer areas, and mini-parks

**Objective:** To use the County’s land-based physical and ocean-related coastal resources in a manner consistent with sound environmental planning practice.

**Policy:** Preserve, enhance and establish traditional and new environmentally sensitive access opportunities for mountain and ocean resources.

**Objective:** To support an advanced and environmentally sensitive transportation system which will enable people and goods to move safely, efficiently and economically.

*Policy:* Support the development of a county-wide network of bikeways and pedestrian paths.

## C. Paia-Haiku Community Plan

The proposed project is located within the Paia-Haiku region, one of the nine Community Plan regions established in the County of Maui. Planning for each region is guided by the respective Community Plans, which are designed to implement the Maui County General Plan. Each Community Plan contains recommendations and standards that guide the sequencing, patterns and characteristics of future development in the region.

The project site is designated for “Park” uses. The proposed action is consistent with that designation. The proposed project is also in keeping with the following Paia-Haiku Community Plan objectives, policies, and implementing actions:

### **Physical Infrastructure: Transportation**

#### ***Objectives and Policies:***

Establish a regional network of bikeways and pedestrian paths.

Encourage convenient pedestrian and bicycle access between residences and neighborhood commercial areas, parks and public facilities, in order to minimize use of the automobile within residential communities.

#### ***Implementing Actions:***

Incorporate a regional pedestrian and bikeway plan as a functional element of the community plan

### **Social Infrastructure: Recreation and Open Space**

#### ***Objectives and Policies:***

Develop a system of bicycle and pedestrian accesses along the shoreline, where practicable

## D. Maui County Zoning

The subject parcel is currently zoned “PK-2, Park” by the County. The proposed action is consistent with that designation.

## E. Other Plans

### 1. **Bike Plan Hawaii, a State of Hawaii Master Plan**

Bike Plan Hawaii, prepared for the State Department of Transportation, is a comprehensive plan, detailing bicycle use and

safety studies, bikeway master planning, program recommendations, and implementation guidelines.

Within Bike Plan Hawaii, the Northshore Greenway Bikeway is recognized as deserving top priority concerning implementation. Bike Plan Hawaii also recommends that the Northshore Greenway be a bike path, rather than a designated or shared lane along existing roadways. Bike Plan Hawaii elaborates the definition of a bike path as follows:

*Bicycle paths are primarily proposed in areas of special scenic value, or where integration with existing travel corridors would otherwise prove hazardous. Bicycle paths in scenic locations provide for more casual travel, and provide opportunities not available on the motor vehicle roadway.*

## **2. Northshore Greenway Bikeway Component Master Plan**

Prepared for the County of Maui, the Northshore Greenway Bikeway Component Master Plan outlines the first stage in developing the Northshore Greenway, which will ultimately provide an open space, recreational and transportation link between Wailuku-Kahului and Paia Town.

Phase I of the plan, referred to as the “Airport Bikeway” planned a bicycle/pedestrian route between Kahului and Spreckelsville road. Phase II, currently referred to as the “Spreckelsville Bikeway” completes the project, connecting open space, recreational resources, and the towns of Kahului, Spreckelsville, and Paia.

## **3. Upcountry Greenway Master Plan**

Prepared for the County of Maui in 2004, the Upcountry Greenway Master Plan is intended to set forth a physical planning context for an integrated system of non-motorized transportation and recreation multi use routes, trails and paths throughout the Makawao-Pukalani-Kula and Pa’ia-Haiku Community Plan areas. The Plan is not an enforceable document; rather, it is currently awaiting adoption by Community Plan Amendment (CPA) to the Makawao-Pukalani-Kula and Pa’ia-Haiku Community Plans. The individual Community Plans establish the framework for formulating goals and objectives for the Upcountry Greenway Master Plan. With specific reference to the proposed project, the Upcountry Greenway Master Plan is intended to further greenway linkages as called for in the Pa’ia-Haiku Community Plan thusly:

- a. Establish a regional network of bikeways and pedestrian paths. This should include providing adequate space to accommodate bicycle traffic throughout the Pa'ia Town area, including along Baldwin Avenue from Pa'ia to Makawao.
- b. Encourage convenient pedestrian and bicycle access between residences and neighborhood commercial areas, parks and public facilities, in order to minimize use of the automobile within residential communities.

The proposed project is in line with the intent of the Upcountry Greenway Master Plan in that it furthers the development of a regional network of bikeways to accommodate bicycle traffic throughout the Pa'ia Town area, and it encourages bicycle and pedestrian access between public parks and open space areas in Pa'ia.

## F. Environmental Assessment Significance Criteria

Processing of this Environmental Assessment will be in accordance with Chapter 200 of the Department of Health's administrative rules. A Finding of No Significant Impact (FONSI) is anticipated for the proposed Paia Parks Bikeway Project. This determination has been made in accordance with the following significance criteria, which are outlined in §11-200-12 of the Department of Health's rules and regulations relating to environmental impact statements.

- 1) ***Involve an irrevocable commitment to loss or destruction of any natural or cultural resource;***

As documented, the construction and use of the proposed bikeway will cause no significant impacts to the natural environment and no significant cultural resources were identified within the bikeway corridor. The project was located and designed so as to avoid impacts to coastal dune systems and will minimize sub-surface disturbances in order to avoid possible impacts to sub-surface cultural or historical resources.

- 2) ***Curtail the range of beneficial uses of the environment;***

The project is expected to expand the beneficial uses the environment by providing alternative transportation to resources along the Northshore Greenway such as beaches and public parks. In itself, the bikeway is a recreational resource which will expand the public's ability to enjoy the scenic open spaces along the Northshore Greenway.

- 3) *Conflict with the State's long term goals or guidelines as expressed in Chapter 344, HRS, and any revision thereof and amendments thereto, court decisions, or executive orders;*

The Paia Parks Bikeway Project provides a recreational outlet, creates a safe corridor that encourages alternative, non-polluting transportation, and facilitates access to existing environmental resources, all without significant impact to the environment or existing infrastructure. Therefore the project supports the long term goals and guidelines in Chapter 344 HRS.

- 4) *Substantially affect the economic or social welfare of the community or state;*

A small, short-term, positive economic impact will result due to the increase in construction-related employment and revenues generated by the purchase of materials, equipment and supplies.

Long-term positive impacts are expected in regards to alternative transportation, better access to recreational sites, as well as the recreational value of the bikeway itself.

- 5) *Substantially affect public health;*

As documented, minor short-term impacts to air quality and noise are expected during construction of the project, however they can be mitigated through adherence to standard construction mitigative measures. No significant long-term impacts are expected regarding air quality, water quality, or noise.

- 6) *Involve substantial secondary effects, such as population changes or effects on public facilities;*

No substantial secondary effects are expected. It is hoped that use of the bikeway for transportation would result in a reduction in automobile traffic between Kahului and Paia.

- 7) *Involves a substantial degradation of environmental quality;*

As documented, construction and use of the bikeway are not expected to have a significant impact upon natural resources. No significant impacts towards water quality, air quality or noise levels are expected.

- 8) *Is individually limited but cumulatively has considerable effect on the environment, or involves a commitment to larger actions;*

Each of the phases of the Northshore Greenway Project has individual merit and can serve as an individual project. Each phase of the project provides a valuable, yet regional, resources without being linked necessarily to the other phases. Therefore, construction of any single phase does not require the completion of any other phases, nor does it involve a commitment to larger actions.

It is reasonable to expect that a cumulative effect of implementing Phase III is a potential increase in the use of Phases I and II. Increased use of bikeways will result in generally positive effects, such as reduced use of automobiles, greater access to recreational resources, and increased pedestrian and cyclist safety when compared to existing practices.

- 9) *Substantially affects a rare, threatened or endangered species or its habitat.*

No rare, threatened, or endangered species or habitats of the same are known to occupy the project boundaries.

- 10) *Detrimentially affects air or water quality or ambient noise levels;*

As documented, temporary and insignificant air and noise impacts are expected and will be mitigated during the construction of the bikeway.

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

The bikeway will have a minimum impact to flooding and tsunami inundation since the project will generally follow the existing ground surface. The flat terrain allows for minimum grade and contour changes within the tsunami and flood zones. The bikeway will be crowned for sheet drainage during storm or tsunami. The nature of the project itself will present no barriers or structures to impede tsunami and flood inundation action.

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

No scenic vistas or viewplanes are identified within the project boundary. The bikeway generally conforms to the topography of the corridor and includes no significant structures that would impair viewplanes.

**13) *Requires substantial energy consumption***

No streetlights or electrical devices are planned for the bikeway. The project calls for no energy consumption beyond initial construction.

## References

County of Maui. *Paia-Haiku Community Plan*. 1995.

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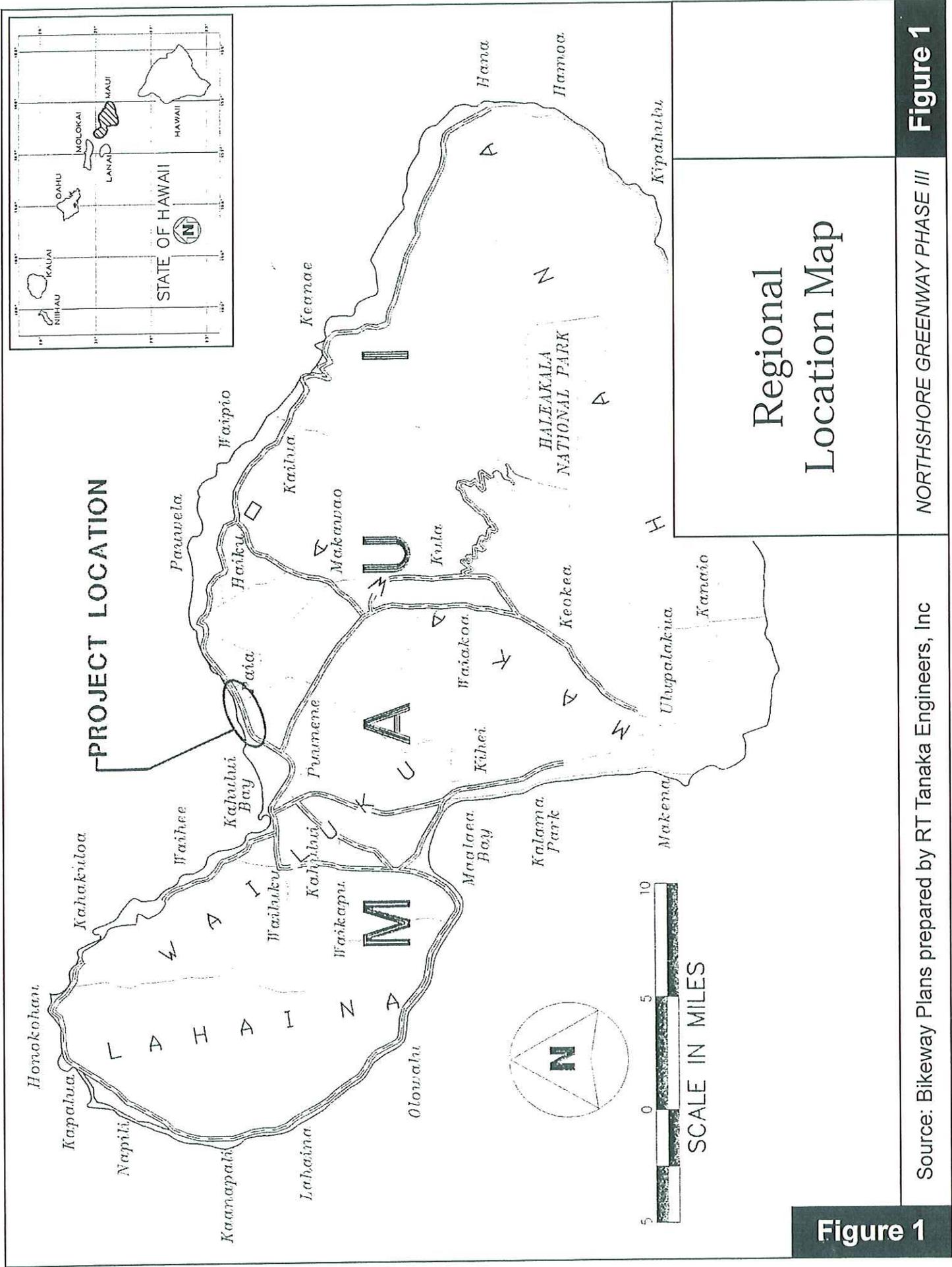
Federal Emergency Management Agency, *FIRM Flood Insurance Rate Map*, Community-Panel Number 15003 0190C, Revised September 6, 1989.

---, Community-Panel Number 15003 0195C. Revised March 16, 1995

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## FIGURES

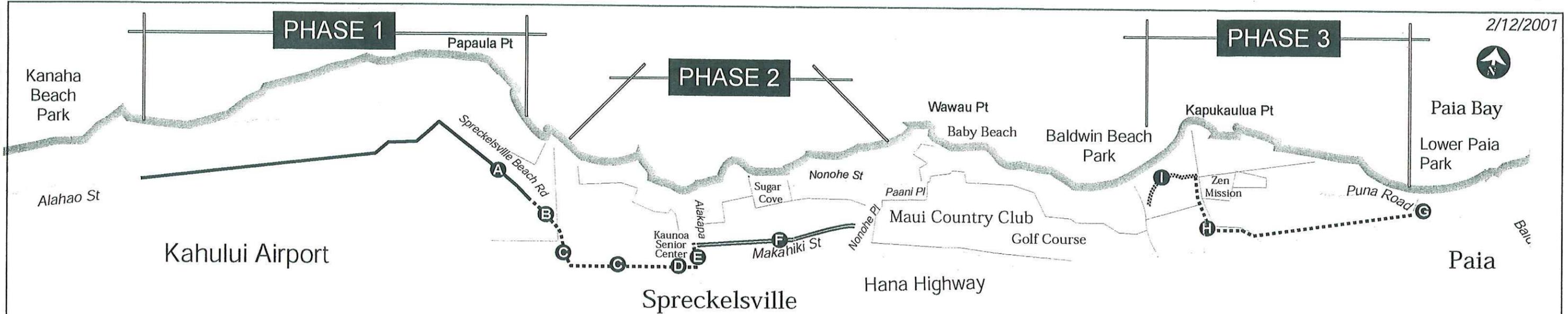


**Figure 1**

Source: Bikeway Plans prepared by RT Tanaka Engineers, Inc

NORTHSHORE GREENWAY PHASE III

**Figure 1**



**PHASE 1** "Airport Bikeway"

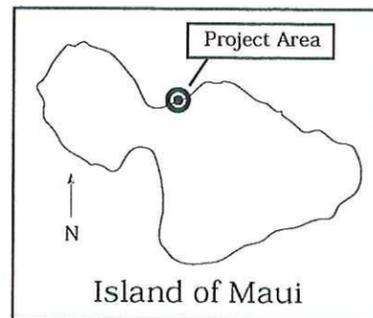
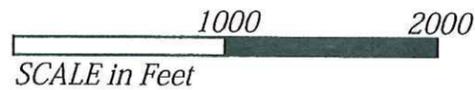
The "airport" section of the Northshore Bikeway is a separated pedestrian/cyclist "pathway" that extends from Kanaha Beach Park and travels makai of the Kahului Airport. The pathway runs along Spreckelsville Beach Road (Stable Road). The "airport" section of the bikeway was constructed in 1996 and is in use today.

**PHASE 2** "Spreckelsville Bikeway"

The "Spreckelsville" section of the Northshore Bikeway is a combination of separated bike "paths" and bike "lanes" within existing roadways. Phase II starts from the Phase I terminus along Spreckelsville Beach Road and extends along private and public roadways, finishing at the end of Pa'ani Place (by the Maui Country Club).

**PHASE 3** "Paia Parks Bikeway"

The "Paia Parks Bikeway" section of the Northshore Bikeway begins at Puna Road with a separated bike path along Hana Highway. The bikeway enters H.A. Baldwin Park and terminates within the park.



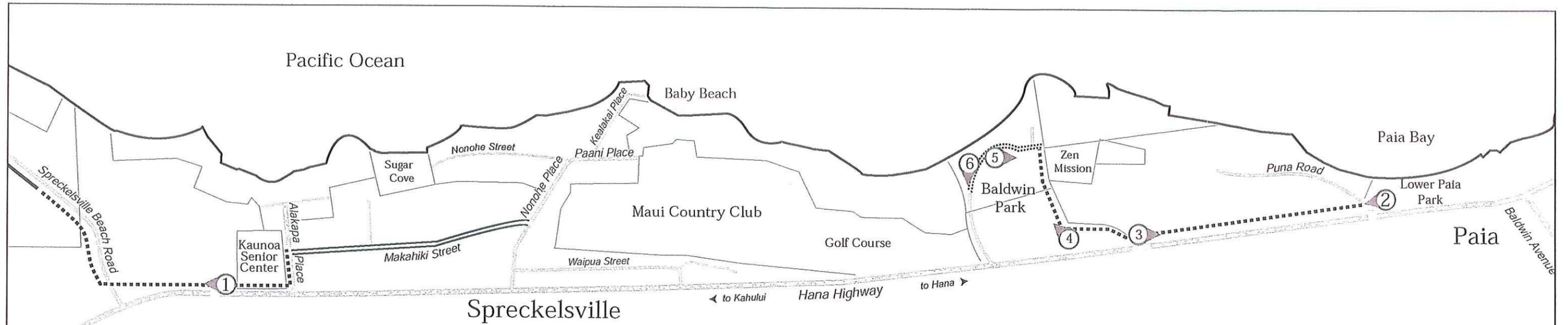
**DETAILS**

- A** End of Airport Bikeway. TMK (2) 3-8-1:122
- B** Beginning of Spreckelsville Bikeway. TMK (2) 3-8-1:122
- C** Bike path through parcel TMK (2) 3-8-1:3
- D** Bike lane through Kaunoa Senior Center, TMK (2) 3-8-1:8
- E** Bike lane within right of way (ROW) of Alakapa Place
- F** Bike lanes within ROW of Makahiki Street

**DETAILS**

- G** Planned bike path through parcel TMK (2) 2-5-5:17
- H** Planned bike path through Baldwin Park, TMK (2) 2-5-5:46
- I** Planned bike path through Baldwin Park, TMK (2) 2-5-5:47

Route Map	 <b>CHRIS HART &amp; PARTNERS</b>
NORTHSHORE GREENWAY PHASE III	
<b>Figure 2</b>	



**1** Existing bikeway (center) along Hana Highway (left) in Spreckelsville



**2** Access point (center) to Paia Parks Bikeway at Puna Road (foreground) and Lower Paia Park



**3** Bikeway entrance to H.A. Baldwin Park turf area



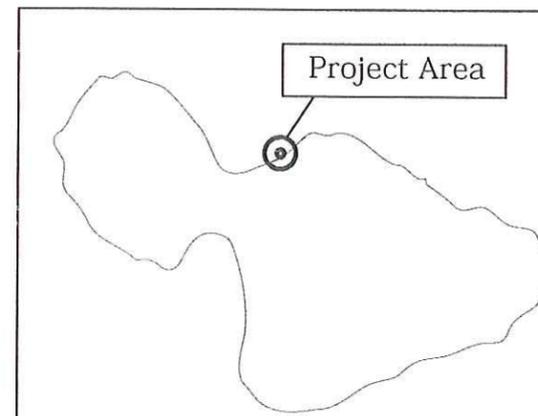
**4** Bikeway along H.A. Baldwin Park turf area at eastern property line (right)



**5** Bikeway route running parallel to fence (left) toward Buddhist Mission



**6** Terminus of Paia Parks Bikeway at H.A. Baldwin Park entrance road (right)

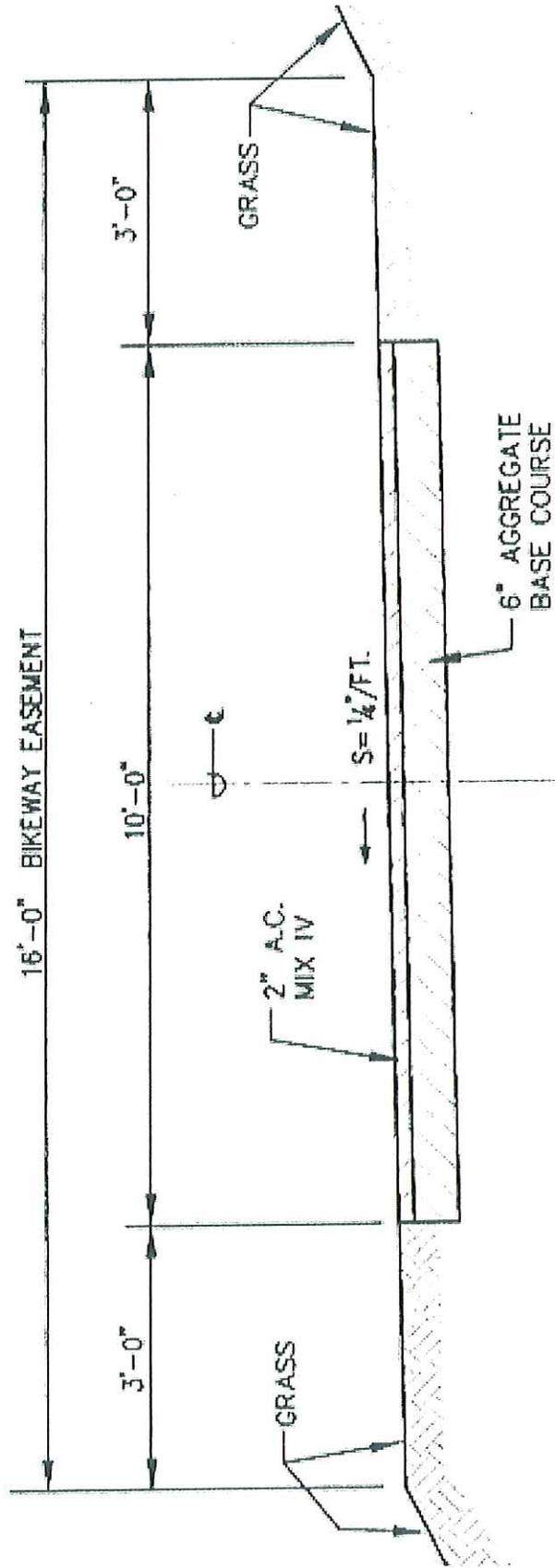


Island of Maui



1000 2000  
SCALE in Feet

Route Photos  
1-6



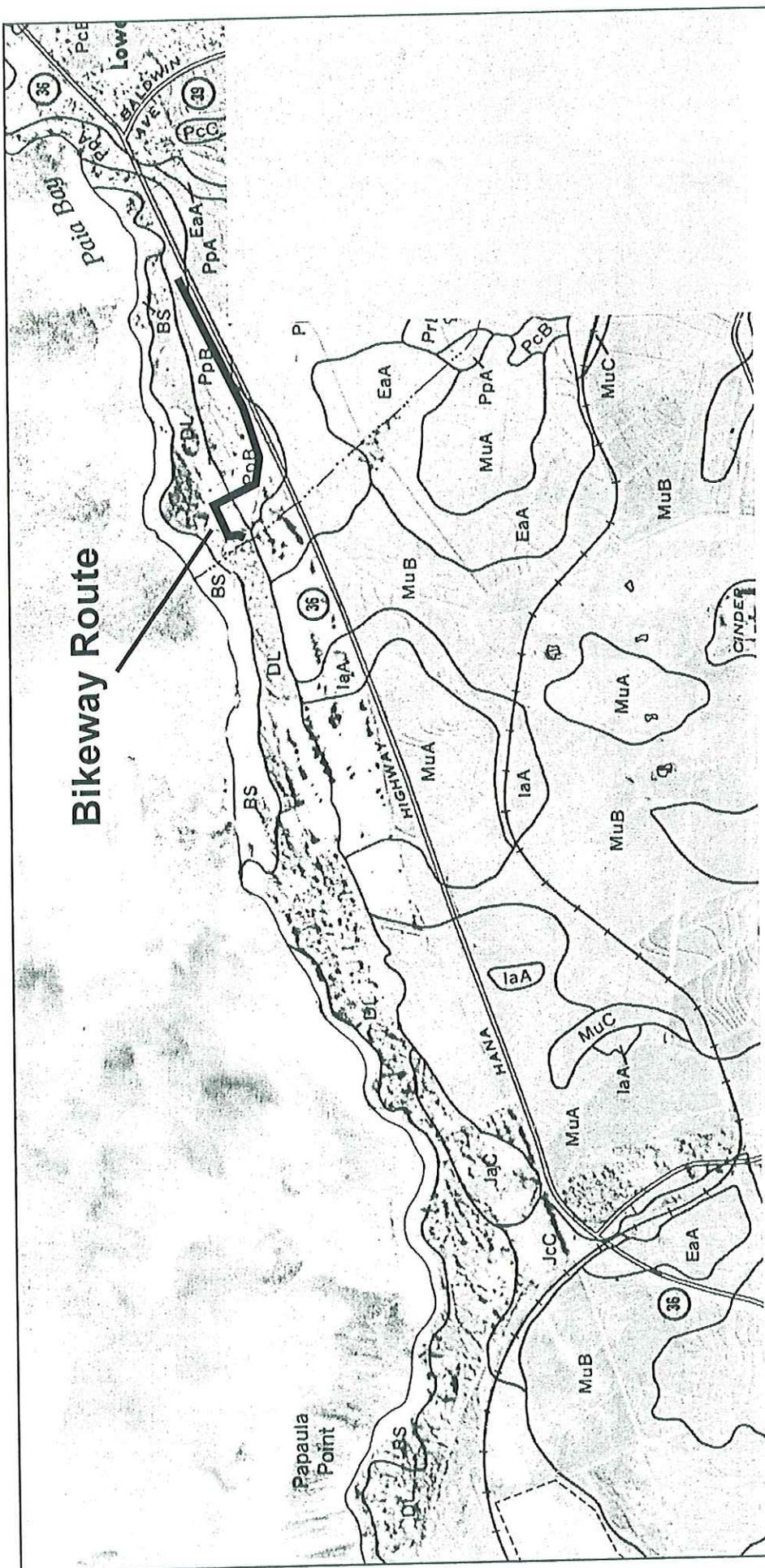
# Standard Bikeway Cross-Section

NORTHSHORE GREENWAY PHASE III

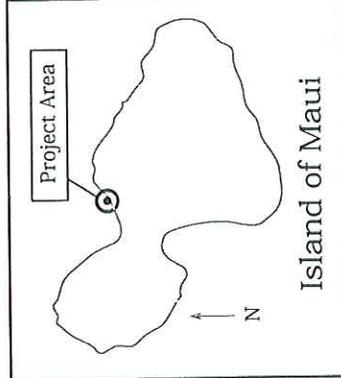
Source: Bikeway Plans prepared by RT Tanaka Engineers, Inc

**Figure 4**

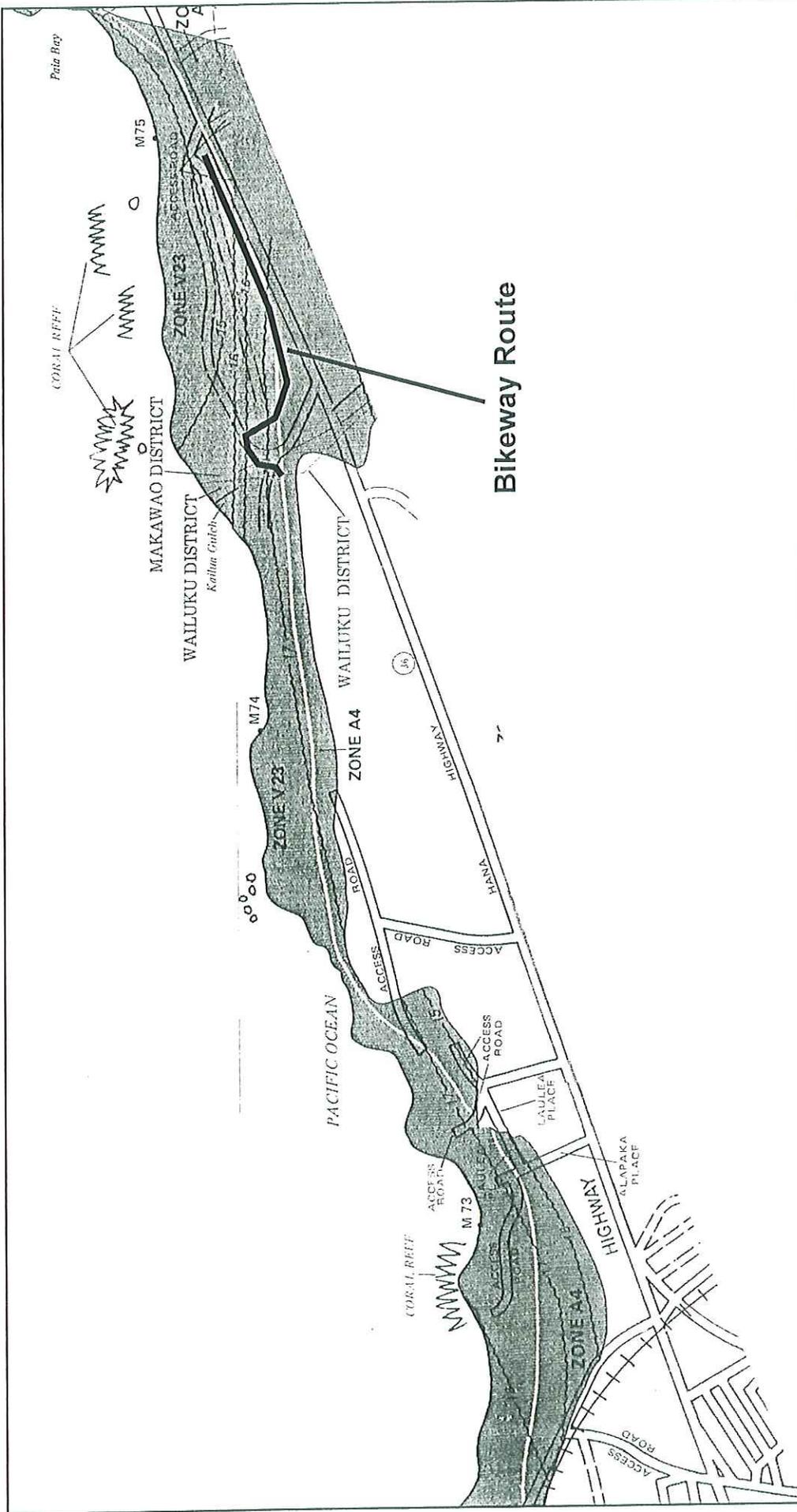
**Figure 4**



# Soils Map



**Figure 5** Source: US Dept of Agriculture Soil Survey NORTHSHORE GREENWAY PHASE III **Figure 5**



# Flood Map

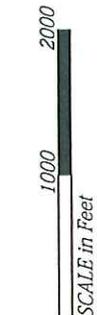
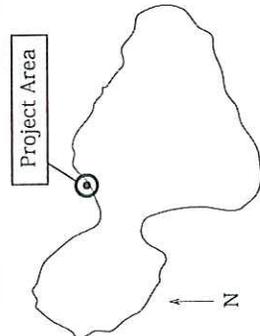


Figure 6

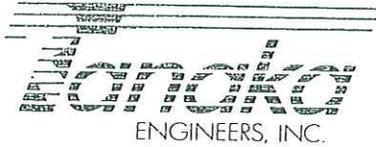
NORTHSHORE GREENWAY PHASE III

Source: FEMA Flood Insurance Rate Maps

Figure 6

## APPENDICES

**Appendix - A**  
**Drainage Verification Letter**



CIVIL & STRUCTURAL ENGINEERING • LAND SURVEYING • CONSTRUCTION MANAGEMENT & INSPECTIONAL SERVICES

April 8, 2004

Dept. of Public Works & Environment Management  
County of Maui  
200 S. High Street  
Wailuku, HI 96793

Attention: Mr. Gilbert Coloma-Agaran  
Director

**Re: Baldwin Park Bikeway  
H. A. Baldwin Park to Lower Paia Park  
At Paia, Maui, Hawaii  
Project No. 97-40**

Gentlemen:

Pursuant to your request, the following is a drainage assessment of the subject bikeway project.

The proposed bikeway will not add significant storm runoff to the area and will not interfere with current drainage patterns along Hana Highway and within H. A. Baldwin Park.

The proposed bikeway is designed to match the existing grade in most areas, so any significant ponding is not anticipated.

Therefore, adverse effects to adjacent and downstream properties from the development of the subject bikeway is not anticipated.

Should you have any questions or comments, please do not hesitate to call me.

Very truly yours,

Kirk T. Tanaka, P.E., L.S.  
President



KTT:sh

**Appendix - B**  
**Archaeological**  
**Reconnaissance Report**

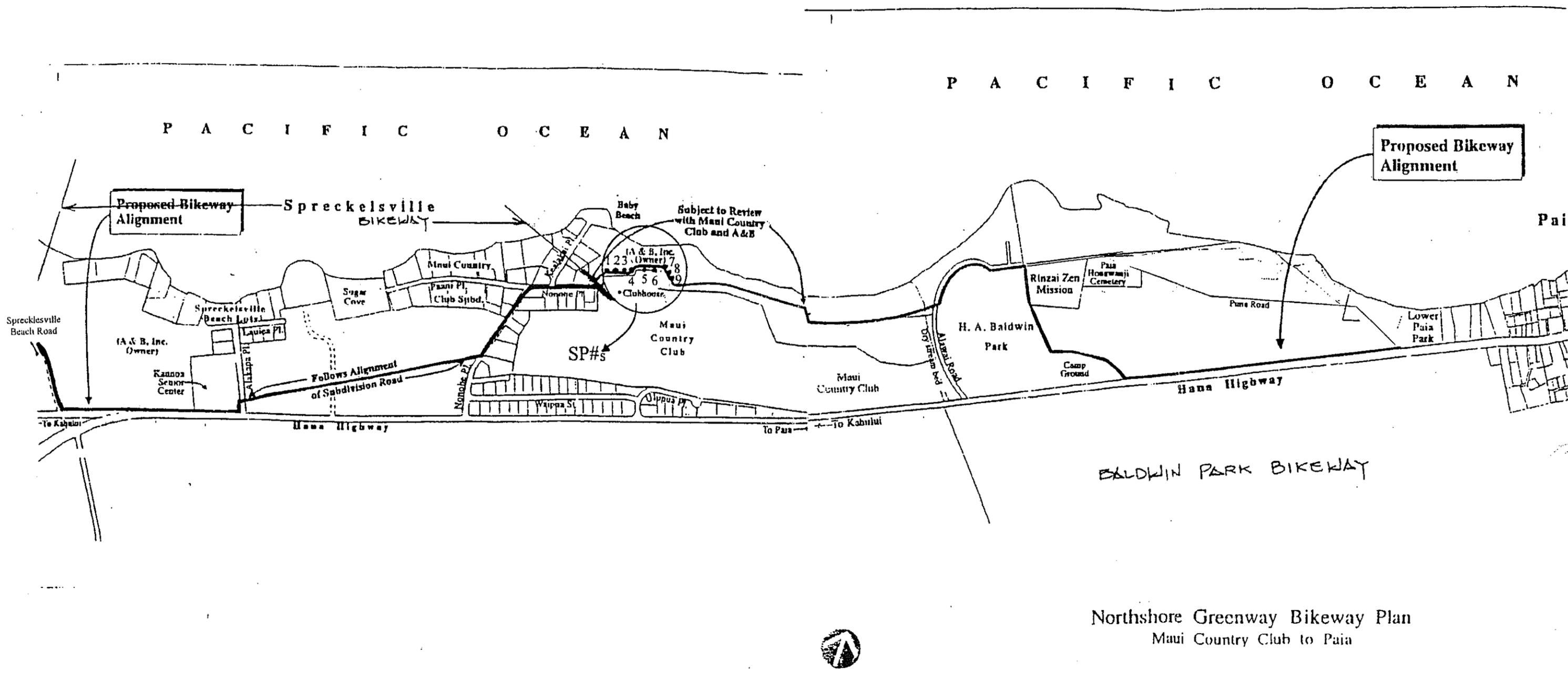


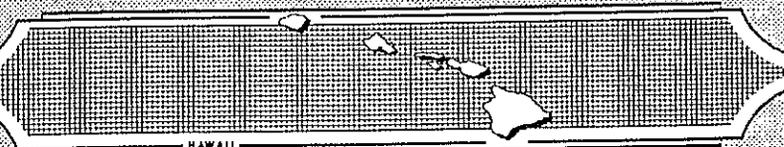
Figure 2: Planview of the Project Area.

**ARCHAEOLOGICAL INVENTORY SURVEY REPORT  
FOR  
THE SPRECKELSVILLE-BALDWIN PARK BIKEWAY  
WAILUKU AND MAKAWAO, MAUI, HAWAII  
[TMK 2-5-05, 3-8-01]**

Prepared By:  
**Leann McGerty**  
and  
**Robert L. Spear, Ph.D.**  
October 1998

Prepared for:  
**Chris Hart and Partners**  
1955 Main St., Suite 200  
Wailuku, Maui, Hawai'i.

**SCIENTIFIC CONSULTANT SERVICES Inc.**



711 Kapiolani Blvd. Suite 777 Honolulu, Hawai'i 96813

## ABSTRACT

An archaeological inventory survey was conducted of the Spreckelsville-Baldwin Park Bikeway in August of 1998. Large portions of the proposed project area extended along previously constructed roadways. Sections of the Baldwin Park path traversed a beach dune area, much of which had been extensively altered by sand-mining and grading activities. Nine shovel probes were placed in the dunes along the *makai* edge of the Maui Country Club. No significant historic sites were identified during excavation or surface survey. No additional archaeological work is required for this project.

TABLE OF CONTENTS

ABSTRACT ..... i

TABLE OF CONTENTS ..... ii

LIST OF FIGURES ..... iii

INTRODUCTION ..... 1

PHYSICAL SETTING ..... 1

PROJECT AREA ..... 1

    SOILS ..... 4

    VEGETATION ..... 5

METHODOLOGY ..... 5

    FIELD METHODS ..... 5

    LABORATORY METHODS ..... 5

PREVIOUS ARCHAEOLOGY ..... 6

TRADITIONAL AND HISTORIC SETTING ..... 7

    PRE-CONTACT ..... 7

    1778 TO MID 1800s ..... 10

    MID-1800s TO 1900s ..... 10

SETTLEMENT PATTERNS ..... 12

FIELDWORK RESULTS ..... 13

    EXCAVATIONS ..... 13

DISCUSSION ..... 19

REFERENCES CITED ..... 21

## LIST OF FIGURES

<b>Figure 1:</b> USGS Paia Quadrangle Showing Project Area .....	2
<b>Figure 2:</b> Planview of the Project Area. ....	3
<b>Figure 3:</b> Baldwin Park and the Cane Fields Beyond. View to East. ....	4
<b>Figure 4:</b> General View of Dune Land in the Project Area. View to East. ....	5
<b>Figure 5:</b> General View of Vegetation in the Project Area. View to East. ....	6
<b>Figure 6:</b> Location of Shovel Probe 1. View to North. ....	14
<b>Figure 7:</b> South Wall Profile of SP-1. ....	14
<b>Figure 8:</b> Shovel Probe 2 Base of Excavation (BOE). View to South. ....	15
<b>Figure 9:</b> South Wall Profile of SP-2. ....	15
<b>Figure 10:</b> West Wall Profile of SP-3. ....	16
<b>Figure 11:</b> South Wall Profile of SP-4. ....	17
<b>Figure 12:</b> East Wall Profile of SP-5. ....	17
<b>Figure 13:</b> Shovel Probe 6 Base of Excavation. View to North. ....	17
<b>Figure 14:</b> East Wall Profile of SP-6. ....	18
<b>Figure 15:</b> East Wall Profile of SP-7. ....	18
<b>Figure 16:</b> South Wall Profile of SP-8. ....	18
<b>Figure 17:</b> Shovel Probe 9 Base of Excavation. View to South. ....	19
<b>Figure 18:</b> South Wall Profile of SP-9. ....	20

## INTRODUCTION

At the request of Chris Hart and Partners, Inc., Scientific Consultant Services, Inc. (SCS) conducted an archaeological inventory survey of the Spreckelsville-Baldwin Park Bikeway (TMK 2-5-5 and 3-8-01). The project area was located within the Wailuku and Hamakuapoko Districts, Island of Maui (Figure 1).

Fieldwork was conducted in August of 1998 by Amy E. Dunn and Berdena Burgett. Dr. Robert L. Spear provided overall direction for the project.

## PHYSICAL SETTING

The project area was located in the northern coastal region, on the isthmus between the East and West Maui. Presently, the district of Wailuku is extensive and includes the fertile valleys along the eastern flank of the West Maui mountains, most of the land forming the isthmus, and both the northern and southern coastal regions. A separate land division within the district (*ahupua`a*) was also named Wailuku.

The mean annual rainfall at Kahului Airport is 475 mm per year, occurring most frequently from November to April (Armstrong 1973). The wind patterns are typical for the Hawaiian Island which are predominately from the northeast. The majority of the project area was located within this section of the district, in the dry, coastal environment. A very small portion extended into the Makawao District to the south.

## PROJECT AREA

The project area originated at the Spreckelsville Beach Road on the Hana Highway and extended to the south, ending at Puna Road by Lower Pa`ia Park (Figure 2). On the *makai* side of the proposed bikeway (east to west) was the Kaunoa Senior Center. The proposed bikeway turns left (north/northeast) at Alakapa Place and follows the subdivision road until it joins to

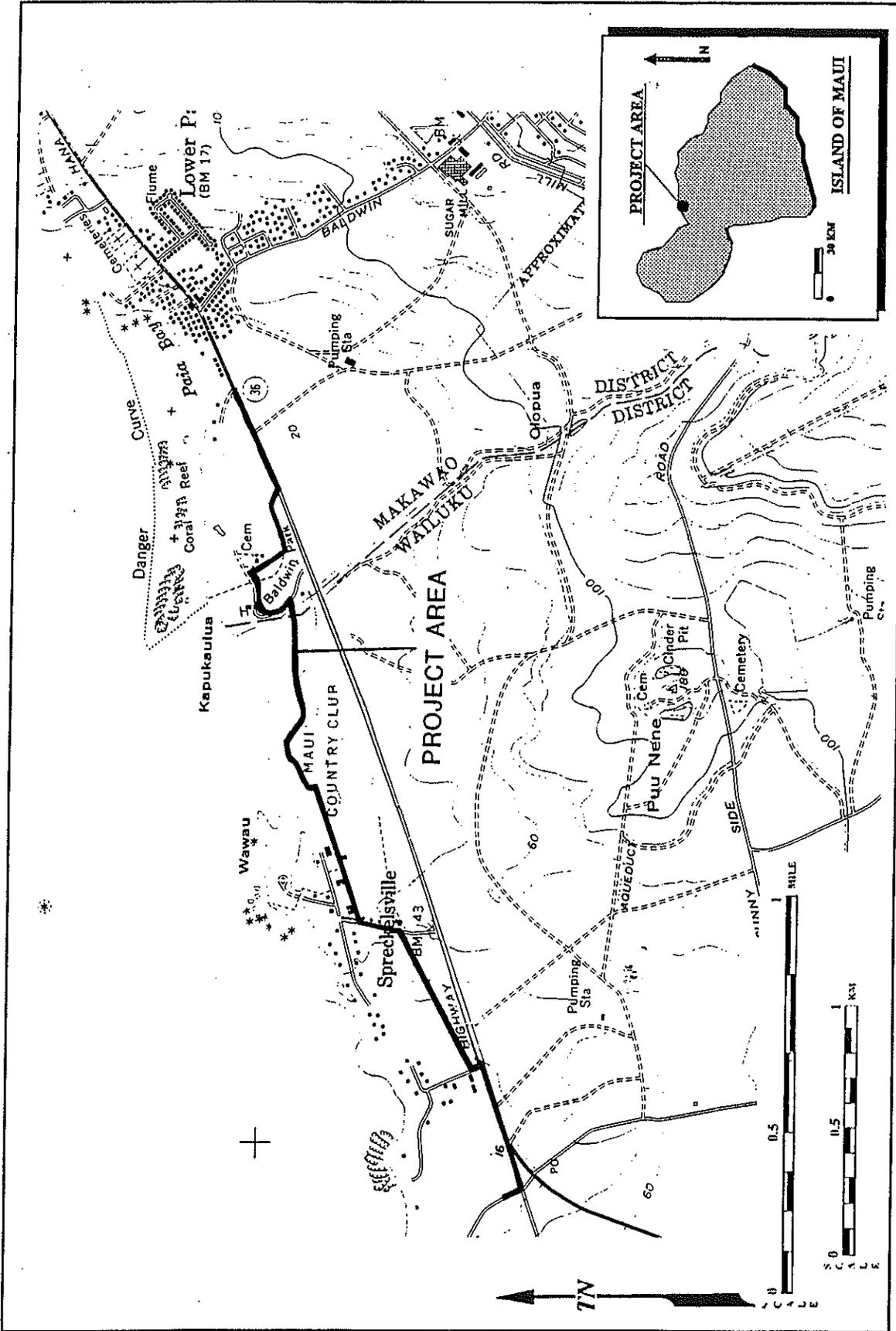


Figure 1: USGS Paia Quadrangle Showing Project Area

Nonohe Place. Subdivision lots abut Nonohe Place on both sides of the road. The proposed bikeway then extends through beach sands, on the *makai* side of the Maui Country Club until it joins Alawai Road at Baldwin Park (Figure 3). The project area continues along Alawai Road and then turns south (*mauka*) at the eastern edge of the park, extending back to the Hana Highway. The last section of the project area follows the Hana Highway until Puna Road in Lower Pa'ia for a total length of approximately 6,600 feet.

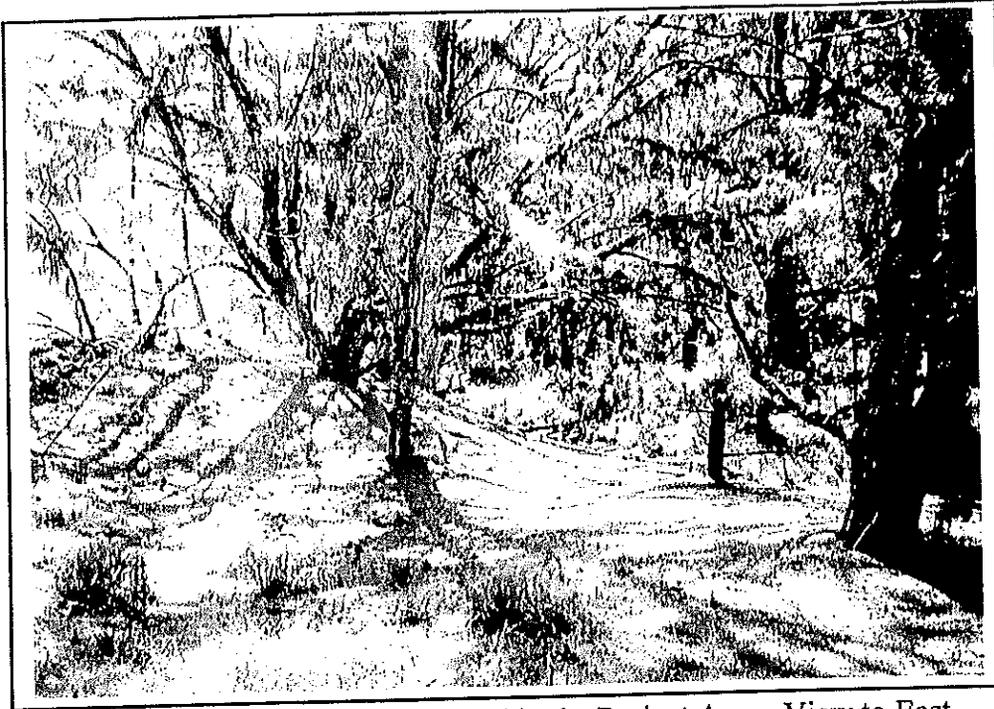


**Figure 3:** Baldwin Park and the Cane Fields Beyond. View to East.

## SOILS

Soils in the project area fall into the Pulehu-Ewa-Jaucas association (Foote *et al.* 1972:Map Sheet 103-104). This type of soil is typical of Central Maui and has developed from alluvium weathered from basalt and/or calcareous material. The soil is well-drained and has moderately textured to coarse textured subsoil on underlying material (*ibid.*:8).

A large portion of the project area extends through Dune Lands (DL) consisting of hills and ridges of sand drifted and piled by the wind (Figure 4). The dunes are actively shifting or are so recently fixed or stabilized that no soil horizons have developed. The dune matrix is derived from coral and seashells (*ibid.*:29).



**Figure 4:** General View of Dune Land in the Project Area. View to East.

## **VEGETATION**

Vegetation was present in the sand dune section and included *kiawe* (*Prosopis pallida*) trees and introduced grasses (Figure 5). Ironwood (*Casuarina equisetifolia*) and coconut (*Cocos nucifera*) trees were growing in small groves in the vicinity of the proposed bikepath.

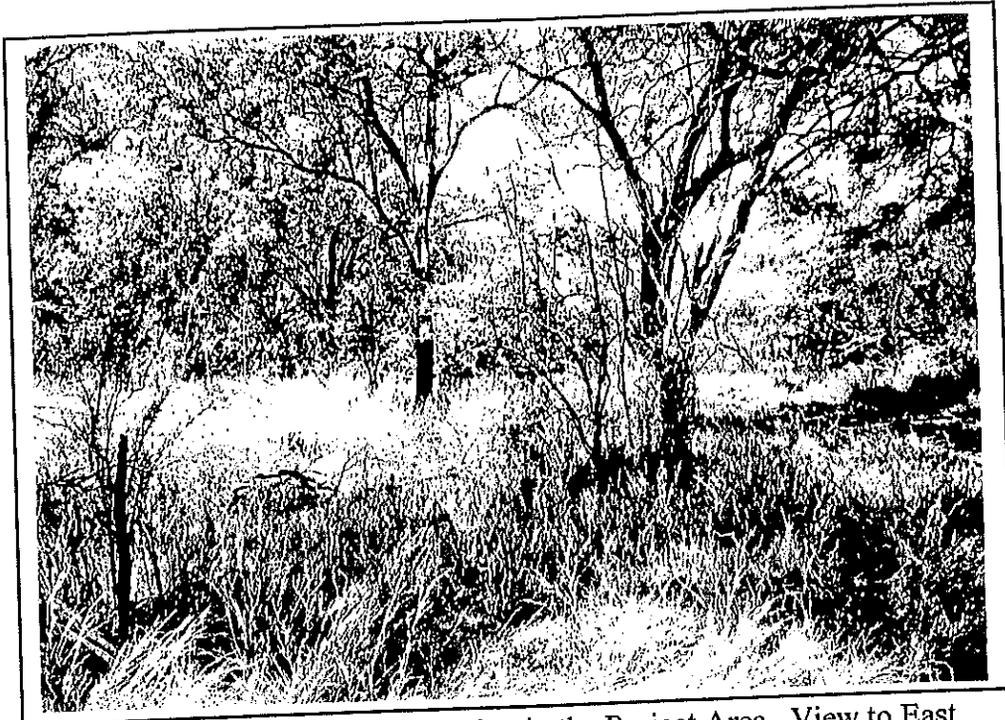
## **METHODOLOGY**

### **FIELD METHODS**

The entire length of the proposed bikeway was pedestrian surveyed by archaeologists and shovel probe testing was conducted in the only dune section that had not been extensively altered by previous sand mining and construction activities.

### **LABORATORY METHODS**

Analysis of any collected material was to be conducted at the SCS O'ahu laboratory facilities. Artifacts are catalogued and assigned specific sequential accession numbers. All project materials and records are stored at the O'ahu office of SCS in Honolulu, Hawai'i.



**Figure 5:** General View of Vegetation in the Project Area. View to East.

### PREVIOUS ARCHAEOLOGY

Early studies conducted on Maui included the recording of *heiau* in 1909 and 1916 by Thrum and Stokes and an island-wide site survey in 1928 conducted by Winslow Walker (Walker 1931). There were no identified sites in the vicinity of the project area.

A more recent study conducted along the northern shoreline of the isthmus resulted in the identification of sites associated with Hawaiian fishing and habitation (Clark and Toenjes 1987). Burials were also present. Radiocarbon dates place coastal occupation in the 13<sup>th</sup> century.

A study conducted at Kanahā beach park, located on the coast to the west of the project area (Welch 1991), resulted in the identification of no cultural material. On the isthmus land to the south of the airport in land previously planted in cane, reconnaissance and subsurface testing also resulted in no cultural material being identified (Fredericksen and Fredericksen 1988).

An expansion of the present airport to the east and north was conducted in 1990 (Folk and Hammatt 1991). No surface archaeological sites or buried prehistoric cultural layers were

identified during the survey. The lack of cultural evidence was attributed to historic activity originating with the construction of the Kahului Railroad in the late 1800s.

Subsurface testing conducted in 1991 on either side of the middle portion of Spreckelsville Beach Road, uncovered cultural deposits throughout the excavation (Toenjes *et al.* 1991). Radiocarbon dates from the cultural layers yielded ranges from A.D. 1230 to A.D. 1765. One radiocarbon sample from the shoreline resulted in an early date of A.D. 410 to A.D. 615 (*ibid.*)

In 1993, subsurface archaeological testing conducted on a section of land located between Spreckelsville Beach Road and the north eastern end of Kahului Airport resulted in the identification of no cultural material (Folk and Hammatt 1993).

## TRADITIONAL AND HISTORIC SETTING

### **PRE-CONTACT**

Traditionally, it was reported that the division of Maui's lands into districts (*moku*) and subdistricts was performed by a *kahuna* named Kalaiha'ōhia, during the time of the *ali'i*, Kaka'alaneo (Beckwith 1940:383; Fornander places Kaka'alaneo at the end of the 15<sup>th</sup> century or the beginning of the 16<sup>th</sup> century [Fornander 1916/17, Vol. 6:248]). Further land divisions within the *moku* were *ahupua`a* which ideally incorporated all the natural resources necessary for traditional subsistence strategies. The ancient subdivisions of the *ahupua`a* were said to have been established approximately 500 years ago and have remained unchanged to the present, although land tenure itself has gone through radical changes (Sterling 1998:3). The project area was located in the *ahupua`a* of Moali'i in the Lāhainā District.

The Hawaiian economy was based on agricultural production and marine exploitation, as well as raising livestock, and wild plant and bird collecting. Extended household groups settled in various *ahupua`a*. Here, they were able to harvest from both the land and the sea. Ideally, this allowed each *ahupua`a* to be self-sufficient by supplying needed resources for survival from many different environmental zones (Kirch 1985).

Much of the knowledge of traditional land use patterns is based on what was recorded at the time of, and shortly after, western Contact. Early records (such as journals kept by explorers, travelers and missionaries), Hawaiian traditions that survived long enough to be written down, and archaeological investigations have assisted in understanding the past.

Wailuku and Lāhainā were the main population centers on Maui (Kirch 1985). They were also both associated with the *ali`i* and chiefly power (Sterling 1998:74-93; Kolb 1991:326). The valleys at the base of the West Maui Mountains in Wailuku were extremely fertile containing permanent streams and supporting extensive farming. Agricultural terraces spilled over onto the slopes at the entrances of the valleys (where the upper section of Wailuku city is now built) and the *kalo* was fed by mountain rains (Handy 1940:108). *Kihapai* (small gardens) spread throughout Wailuku Valley and royal residences were located nearby at Pihana and Kalanihale.

Fishponds and marshy areas were located on the coast in the relatively dry eastern portion of the *ahupua`a* furnishing fresh fish to the chiefs and their entourage. Two in particular (Kanaehā and Mau`oni), were located to the west, adjacent to the project area and were reportedly built in the 16<sup>th</sup> century (based on Fornander) by Kiha-a-pi`ilani (Kamakau 1961:42). The *Alaloa*, or 'round-the-island road built by the same Kiha-a-pi`ilani, extended along the coastal region from Wai`ehu to Ha`iku and included the beach section near the proposed bikeway (Handy and Handy 1972).

A description of Wailuku from the late 1700s reports:

The district was called Nawaieha (the four streams) and was famous throughout the group, not only for the magnificence of Kahekili's court but for the vastness of its products. The shores of Kahului harbor from Waihe`e Point to Haiku, were surrounded with the grass huts of the fishermen and of those connected with the innumerable war canoes of the King. Myriads of cocoanut trees lined the beach from Kahauloa to Wailuku, the trunks of many of which are found in the marshes at Wailuku at this day, the trees having been destroyed by a conquering army from Hawaii (Paradise of the Pacific, Sept. 1900).

Many religious sites associated with the powerful paramount chiefs were located in Wailuku and included the *heiau* of Keahuku, Olokua, Olopio, Malena, Pohakuokahi, Leimako,

Kawelowelo, Kaulupala, Palamaihiki, Oloolokalani, Kaluli, Pihana, and Haleki'i (Walker in Sterling 1998:79). 'Īao Valley was where the burial caves of the chiefs of Maui (and other islands) were located and where their bodies were prepared for concealment (Sterling 1998:79).

Surfing activities enjoyed by the chiefs could be found at Kehu and Ka'akau (Kamakau 1961:82). At Kauahea, located southeast of 'Īao Stream at the *makai* end, warriors were trained and boxing contests were arranged for the amusement of the *ali'i* (Sterling 1998:89).

During the frequent periods of inter-island warfare and disagreements as to chiefly succession, Wailuku often supplied the battle ground. Indeed, its very name may refer to such an episode: Wailuku, Water-of-Destruction (Sterling 1998:74).

The last battle between the sons of Kekaulike, a powerful Maui chief in the 1700s, was fought on the dry plains of Wailuku at Pu'unene near the project area.

During the wars between Maui and Hawai'i Island in the 1700s, many battles occurred on the coastal sands of Wailuku, as well as in the valleys. In the sand dunes between Wailuku and Pu'unene, Kalaniopu'u's most prized Alapa guard was slaughtered by Kahekili's troops (Sterling 1998:88).

... They slew the Alapa on the sandhills at the southeast of Kalua. There the dead lay in heaps strewn like *kukui* branches; the corpses lay heaped in death; they were slain like fish enclosed in a net ... (Kamakau 1961:85,87,89). On the day of Kalaniopu'u's departure from Maui, it was said his war canoes covered the sands from Kahului to Pa'ia (Ti 1959:11).

Nothing specific could be found pertaining to the pre-Contact coastal region in the *ahupua'a* of Hamakuapoko except a description in 1851 of an area near Spreckelsville:

In returning from Makawao to Wailuku ... you will ride over fine white sand-hills, as pure and crinkled as a drift of new-fallen snow... One sand-hill in that vicinity has been an old burying-ground or battle-place, now laid bare by the winds. Skulls, having jaws in perfect preservation, will thirty-four teeth sound ... and all the bones of the human body, some of them of gigantic size, lie bleaching all around (Cheever in Sterling 1998:97).

## 1778 TO MID 1800s

Western descriptions of Maui were given by Capt. Cook and his men who were the first Europeans to record their impressions of the island, on November 26, 1778 (Beaglehole 1967: Part I, Vol. III). After returning from Alaska, they spotted Maui and sailed down a portion of the east side of the island. David Samwell, a surgeon on the *Discovery*, reported "...the ships lay to all day about 3 miles off shore, trading with the Natives who came off in their canoes in great number..." (Samwell 1967:1151).

It had been a time of war between Kalaniopu`u, ruler of Hawai`i Island, and Kahekili, chief of Maui and Moloka`i. During this season of the year (*Makahiki*), however, the fighting was temporarily suspended and the great chief of Maui, Kahekili, was free to visit the foreign ships. Samwell describes the King and the windward slopes calling Kahekili "...a middle aged man ... rather of a mean appearance..." and the land as "...mountainous, the sides of the hills are covered with trees...large open plains on which stand their houses & where they have their plantations of sweet potatoes, taro & c. ..." (ibid.).

## MID-1800s TO 1900s

In the 1840s a drastic change in the traditional land tenure resulted in a division of island lands and a system of private ownership based on western law.

While it is a complex issue, many scholars believe that in order to protect Hawaiian sovereignty from foreign powers, Kauikeaouli (Kamehameha III) was forced to establish laws changing the traditional Hawaiian society to that of a market economy (Daws 1968:111; Kuykendall Vol. I, 1938:145 footnote 47, 152, 165-6, 170; Kame`eleihiwa 1992:169-70, 176).

Among other things, the foreigners demanded private ownership of land to insure their investments (Kuykendall Vol. I, 1938:138, 145, 178, 184, 202, 206, 271; Kame`eleihiwa 1992:178; Kelly 1998:4). Once lands were made available and private ownership was instituted, native Hawaiians including the *maka`āinana* (commoners) were able to claim the plots they were cultivating and living on, if they had been made aware of the foreign procedures (*kuleana* lands, LCAs). This land division, or *Māhele*, occurred in 1848. The awarded parcels were called Land Commission Awards (LCA). If occupation could be established through the testimony of witnesses, the petitioners were issued a Royal Patent number and could then take possession of

the property. Commoners claimingouselots in Honolulu, Hilo, and Lāhainā were required to pay commutation to the government before obtaining a Royal Patent on their awards (Chinen 1961:16). No LCAs were located near the present project area.

During the Māhele in 1848, the majority of the *ahupua`a* of Wailuku, known as the Ka`a lands or Wailuku Commons, was awarded as Crown Lands to Kauikeaouli (Kamehameha III). Ruth Ke`elikolani became the owner of a portion of land in the flat isthmus of Wailuku and Victoria Kamamālū received a 390 acre parcel of land in Wailuku (LCA 7713:13). In the 1860s future sugar lands around Pu`unene were described as:

... a complete desert, a great, barren stretch of sand and dust spread from Wailuku to Paia, except for a little cattle grazing land around the present location of Spreckelsville. (Burns 1991:72).

Sugar cane became a major industry in the 1800s with the Hawaiian Commercial Company owned, by Claus Spreckels, developing most of the flat lands of central and eastern Maui along with Alexander and Baldwin Company. By 1880, Spreckels had obtained in fee-simple title, of the entire *ahupua`a* of Wailuku (approximately 40,000 acres, Grant 3343), including the Wailuku Commons that had been Crown Lands. In the 19<sup>th</sup> and 20<sup>th</sup> centuries, sand mining occurred for various plantation needs. Sand dunes near the project area would have been a likely source. Alexander and Baldwin became owners of Spreckels' sugar company in 1926.

The growth of the sugar industry was augmented by the importation of labor from foreign lands. Thirteen camp communities were situated throughout the sugar lands and towns appeared at Pu`unene and Spreckelsville (USGS 1922 Paia and KĪHEI Quads. Railroads, established by the sugar company, facilitated communication between the camps and the hauling of cane. Remnants of the railroad track bed are still evident along the project area on Spreckelsville Beach road and near the eastern end of the proposed bikepath at Puna Road.

With the outbreak of WW II, 3,800 acres of the sugar lands at Pu`unene and Kahului were annexed by the military for the Kahului Naval Air Station. Several Marshy areas were filled during the construction of runways, most likely utilizing the sand from the nearby beach area (Welch 1991). Support facilities including naval housing, fortifications, and an officer's club were built along the coastal region, north of the airport. After the war, the Naval Air Station evolved into the Kahului Airport.

Modern activities have greatly altered the beach area. Possible grading for sugar cane agriculture in the 1800s, a trash dump, modifications made during WW II, and the continued expansion of the airport have impacted this area leaving very little of the natural landscape intact.

Presently, the proposed bikeway path extends along paved streets, through a housing development, the Maui Country Club, the H. A. Baldwin Park, and the main Hana Highway. Coastal sections adjacent to the project area on the north have been impacted by human activities altering the natural environment. Military structures are still evident in the area and vehicular access roads onto the beach for windsurfing have altered the coastal region.

### SETTLEMENT PATTERNS

The project area is entirely within the coastal environmental zone. Ethnographic information describes the houses of fishermen and groves of coconut trees lining the coast. The canoes of the *ali`i* filled the bay and fishponds had been constructed on the marshy shore to provide a steady food source. Agricultural crops were easily cultivated inland in the lush valleys and along permanent streams of West Maui.

Two previous archaeological studies have established pre-Contact cultural deposits along the coastline and on either side of the Spreckelsville Beach Road (Clark and Toenjes 1987, Toenjes 1991). It would be expected to find features in the coastal sand dunes representing traditional fishing camps, temporary habitation, and burials. These features might include cultural deposits, fire features, and human burials. Remnants of religious shrines in the form of stacked rocks representing cairns or *ahu*, may have survived.

Ethnographic information suggests the use of the coastal zone and some inland areas near the vicinity of the project for Hawaiian military activities. This might result in the identification of artifacts associated with war as well as buried human remains. Evidence of modern Military construction activities are likely to be identified, as well.

Natural disasters and events affecting the coastal region must be taken into consideration in predicting cultural remnants. In recent times, several *tsunami* have caused damage throughout Hawai'i. In 1923 a *tsunami* destroyed the wharf at Kahului. In 1946 a more destructive tidal

wave inundated the windward coasts of Maui and Hawai'i Island. More recently, in 1952 and again in 1957, smaller *tsunami* have arrived in the islands. These events, in addition to unknown pre-historic occurrences, have undoubtedly altered the coastal region.

Long term accretion of the sandy coast may have relocated ancient sites inland (Welch 1991, Folk and Hammatt 1993). In the vicinity of the airport, the pre-Contact cultural layer appeared to be located on a former beach now several hundred meters inland from the sea. This is due to coastal progradation as a result of rapid beach accretion and dune development (Kennedy 1993).

### **FIELDWORK RESULTS**

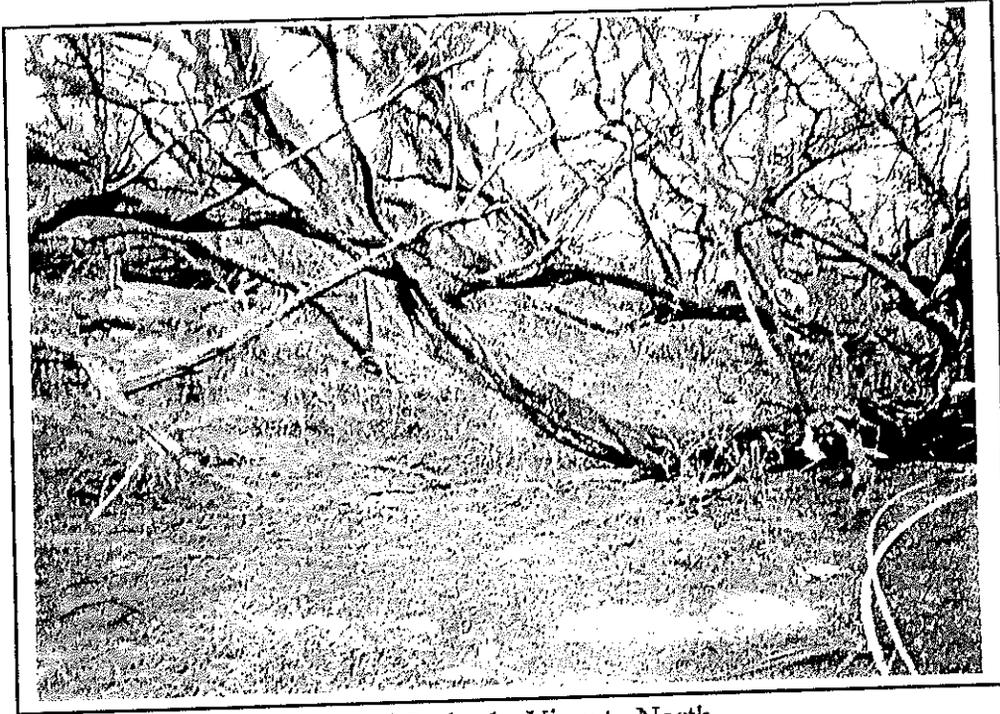
The project area was located above the coastal beach and either side of the proposed bikeway had either been already developed or had been impacted by sand mining and/or vehicular activities. The entire project area was pedestrian surveyed and no surface features were identified. Only one section of dune appeared to have the potential for an intact cultural deposit. Nine shovel probes (SP) were placed in the intact dune.

### **EXCAVATIONS**

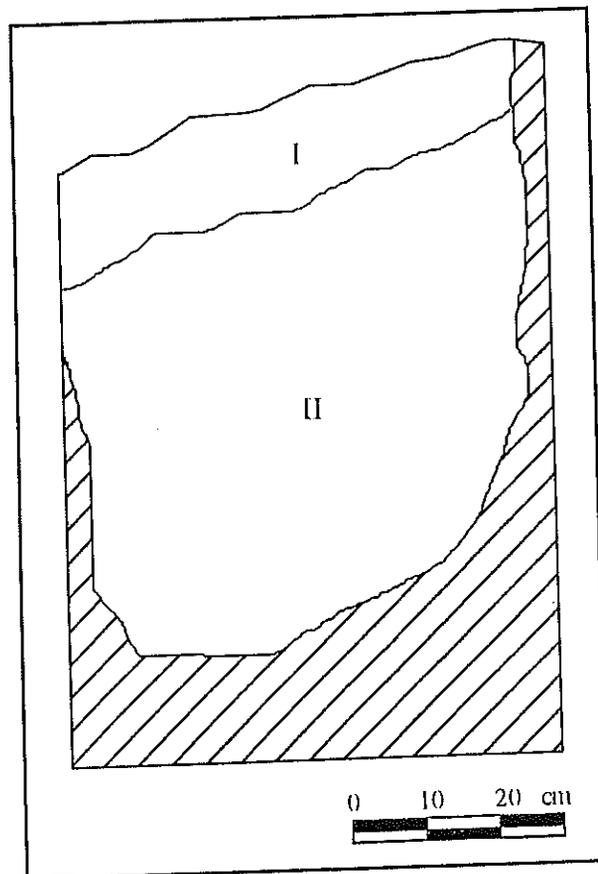
Shovel Probe 1 (SP-1) as located on the south side of an artificial berm behind Maui Country Club (Figure 6). It measured 0.60 by 0.60 by 0.70 m in depth. Layer I (0-15 cmbs) was a light brownish gray (10YR 6/3) very fine sand containing no cultural material (Figure 7). Layer II (15-70 cmbs) was a very pale brown (10YR 8/3) very fine sand containing no cultural material.

Shovel Probes 2 through 8 consisted of the same soil layers as SP-1 (Figure 8). Shovel Probe 2 measured 0.40 by 0.40 by 0.74 m in depth (Figure 9). Layer I extended from 0 to 18 cmbs and Layer II extended from 18 to 74 cmbs. No cultural material was identified in either layer.

Shovel Probe 3 measured 0.50 by 0.30 by 0.47 cmbs. Layer I extended from 0 to 27 cmbs and Layer II extended from 27 to 47 cmbs (Figure 10). No cultural material was identified in either layer.



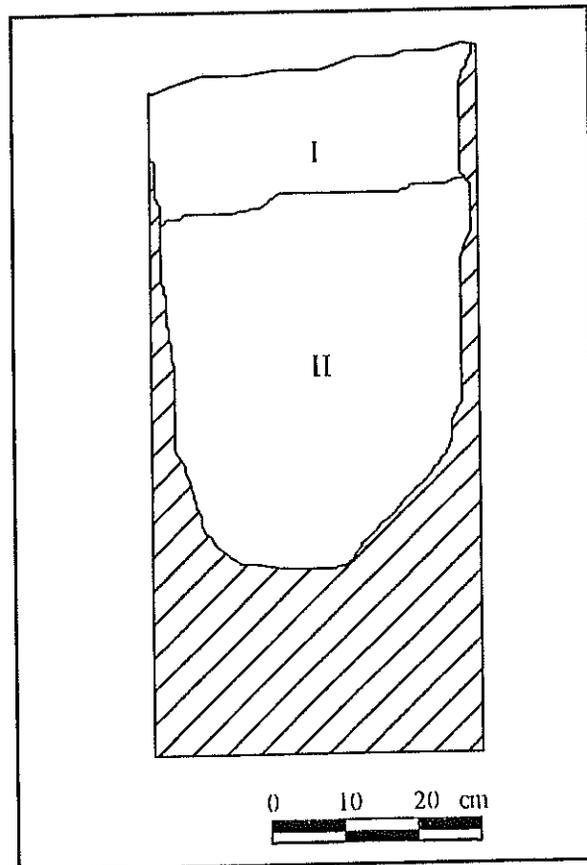
**Figure 6:** Location of Shovel Probe 1. View to North.



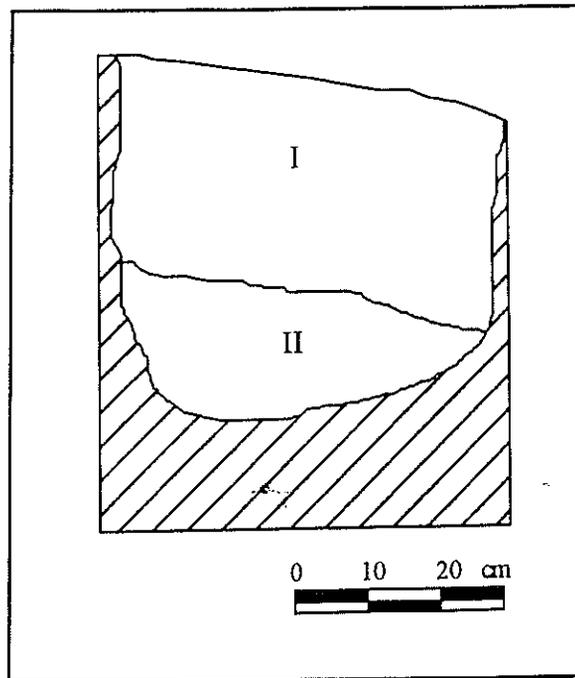
**Figure 7:** South Wall Profile of SP-1.



**Figure 8:** Shovel Probe 2 Base of Excavation (BOE). View to South.



**Figure 9:** South Wall Profile of SP-2.



**Figure 10:** West Wall Profile of SP-3.

Shovel Probe 4 measured 0.50 by 0.38 by 0.76 cmbs. Layer I extended from 0 to 35 cmbs and Layer II extended from 35 to 76 cmbs (Figure 11). A modern metal bottle cap was identified in Layer II.

Shovel Probe 5 measured 0.55 by 0.50 by 0.67 cmbs. Layer I extended from 0 to 35 cmbs and Layer II extended from 35 to 67 cmbs (Figure 12). No cultural material was identified in either layer.

Shovel Probe 6 measured 0.50 by 0.50 by 0.65 cmbs (Figure 13). Layer I extended from 0 to 12 cmbs and Layer II extended from 12 to 65 cmbs (Figure 14). No cultural material was identified in either layer.

Shovel Probe 7 measured 0.50 by 0.40 by 70 cmbs. Layer I extended from 0 to 12 cmbs and Layer II extended from 12 to 70 cmbs (Figure 15). No cultural material was identified in either layer.

Shovel Probe 8 measured 0.45 by 0.40 by 0.70. Layer I extended from 0 to 18 cmbs and Layer II extended from 18 to 70 cmbs (Figure 16). No cultural material was identified in either layer.

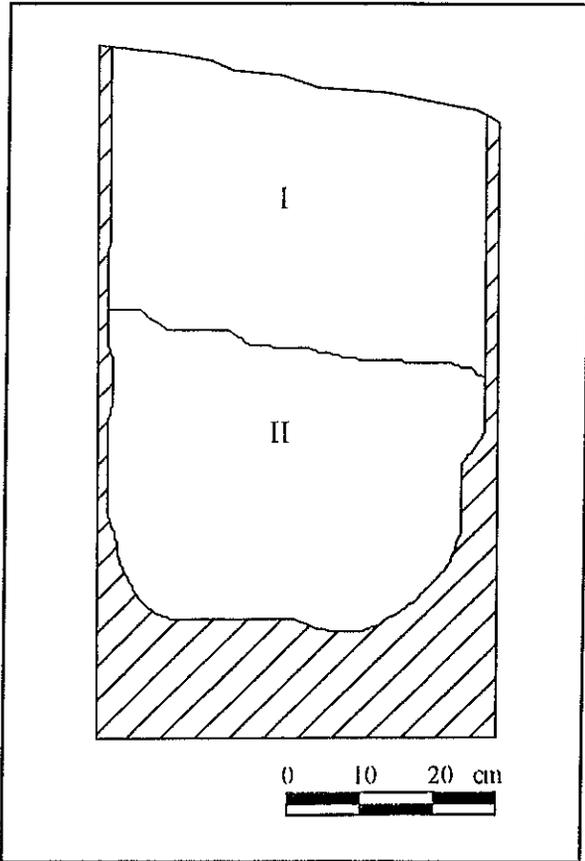


Figure 11: South Wall Profile of SP-4.

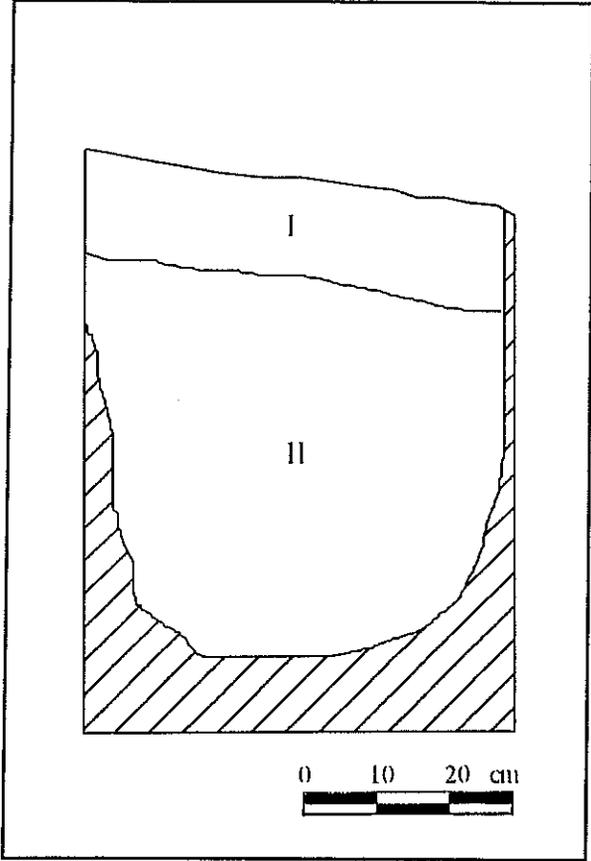


Figure 12: East Wall Profile of SP-5.

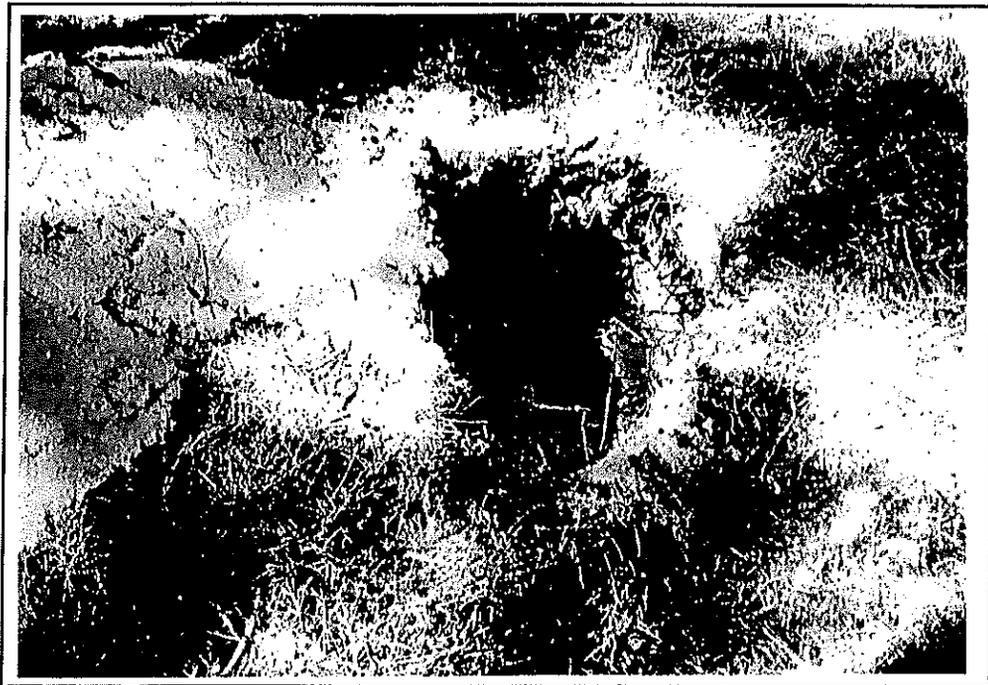


Figure 13: Shovel Probe 6 Base of Excavation. View to North.

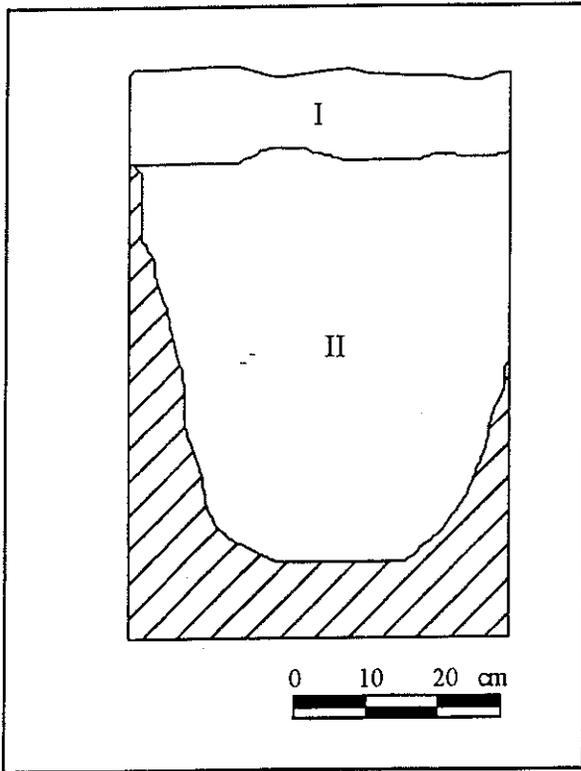


Figure 14: East Wall Profile of SP-6.

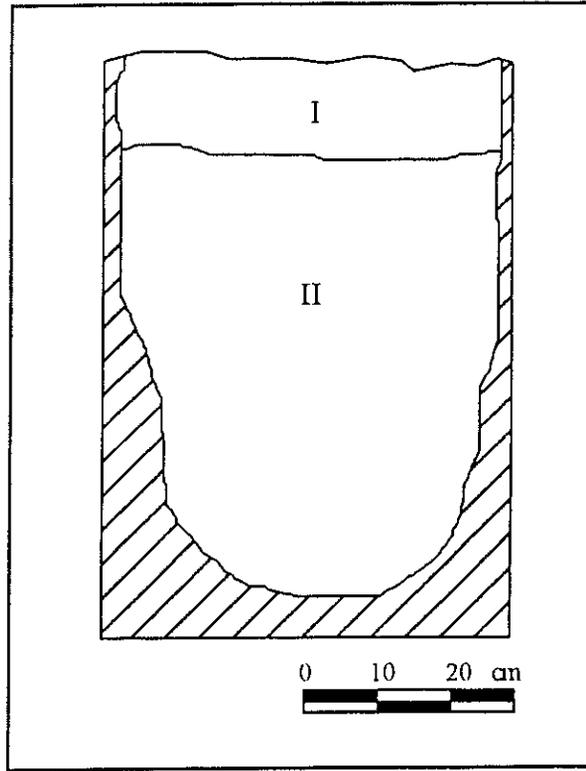


Figure 15: East Wall Profile of SP-7.

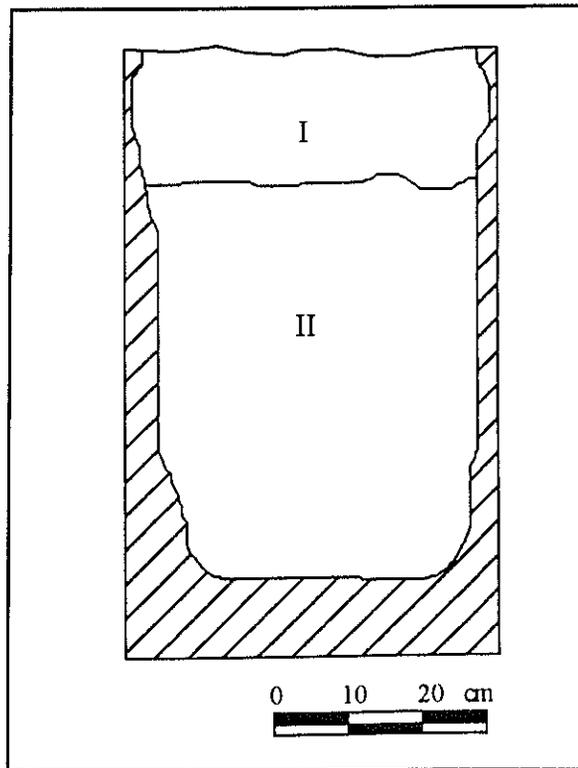


Figure 16: South Wall Profile of SP-8.

Shovel Prove 9 measured 0.50 by 0.40 by 0.63 cmbs (Figure 18). Layer I extended from 0 to 7cmbs and was the same as Layer I in SP-1. Layer II (7 to 32) consisted of a yellowish brown (10YR 5/4) fine sand fill and contained a piece of plastic. Layer III extended from 32 to 63 cmbs and was the same as Layer II in SP-1 (Figure 19). No cultural material was identified in Layer I or Layer III.

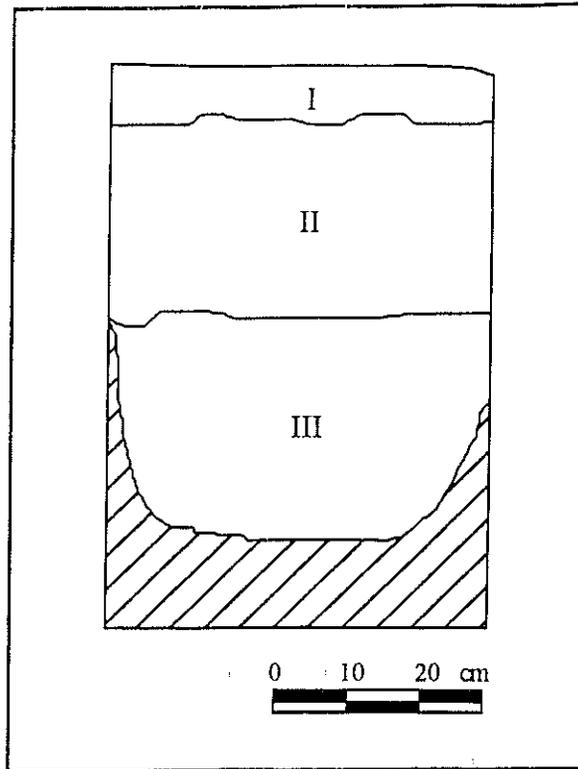


**Figure 17:** Shovel Probe 9 Base of Excavation. View to South.

Shovel Probes 1, 2, 3, 5, 6, 7, and 8 contained no cultural material. Shovel Probes 4 and 9 contained one modern artifact each.

## **DISCUSSION**

A large portion of the project area extended along previously constructed roadways or developed areas. Sections of the project area traversed beach dunes which had been extensively altered by nearby development, sand mining, and grading activities. One small section of beach dune appeared intact and nine shovel probes were placed there. Although the potential for



**Figure 18: South Wall Profile of SP-9.**

cultural deposits and/or human remains was present, no cultural material was excavated. No significant historic sites were identified and no further work is recommended.

Although no significant sites are believed to be in the project corridor, should any human remains be uncovered during development, all work at that location must be stopped and the State Historic Preservation Division be contacted.

**Appendix - C**  
**Early Consultation**

## APPENDIX C: EARLY CONSULTATION

Early consultation for the subject project was sought with governmental agencies and other entities who were felt to have some bearing on the action. During the early consultation period, agencies were provided the opportunity to comment on the proposed action. A list of those receiving early consultation requests is followed by the comments received and responses to substantive comments.

Phase III Northshore Greenway Early Consultation Letter Transmittal and Comment Letter Tracking	Letter Received [DATE]	Letter Index Code
<b>FEDERAL</b>		
Natural Resources Conservation Service		F1
US Army Corps of Engineers	9.25.06	F2
US Fish & Wildlife Service		F3
<b>STATE</b>		
Department of Business Economic Development & Tourism (DBEDT)		S1
DBEDT, Office of State Planning		S2
Department of Hawaiian Homelands (DHHL)	9.18.06	S3
Department of Health (DOH)		S4
DOH, Clean Water Branch	9.14.06	S5
DOH, Environmental Planning Office		S6
DOH, Maui District Health Office	9.21.06	S7
Department of Education (DOE)	9.20.06	S8
Department of Land & Natural Resources (DLNR)		S9
DLNR, Office of Coastal Conservation Lands		S10
DLNR, Historic Preservation Division		S11
Department of Transportation (DOT)		S12
DOT, Statewide Planning Office		S13
DOT, Maui District Engineer		S14
Office of Hawaiian Affairs (OHA)	9.26.06	S15
UH Environmental Center		S16
UH Sea Grant Extension Office	9.25.06	S17
<b>COUNTY</b>		
Department of Fire Control & Public Safety	9.12.06	C1
Department of Housing & Human Concerns		C2
Department of Parks & Recreation	9.11.06	C3
Department of Planning	10.04.06	C4
Department of Transportation	9.25.06	C5
Department of Water Supply	9.27.06	C6
Police Department	9.27.06	C7
<b>LOCAL UTILITIES</b>		
Maui Electric Company	9.18.06	U1
<b>COMMUNITY BUSINESSES, GROUPS &amp; INDIVIDUALS</b>		
Montana Beach, LLC		O1
Rinzai Zen Mission		O2



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

REPLY TO  
ATTENTION OF

September 25, 2006

Regulatory Branch

File No. POH-2006-391

Mr. Matthew Slepín  
Planner  
Chris Hart & Partners, Inc.  
1955 Main Street, Suite 200  
Wailuku, HI 96793-1706

Dear Mr. Slepín:

This responds to your request for written comments for a draft Environmental Assessment (dEA) which will address activities and impacts of the proposed Phase III of the Northshore Greenway Project, Paia, Maui Island (TMKs (2) 2-5-006: por. 017, 046, 047).

The dEA should indicate whether waters of the United States, as represented by perennial, intermittent and ephemeral streams to include wetlands are in, adjacent to, or absent from, the proposed project corridor of about 0.66 miles. The dEA should state in appropriate sections that there is, or there is no potential for waters of the U.S. to be impacted by construction of project structures and associated ground disturbing activities within the proposed improvement area. The dEA document should specifically include information on the location and type of bikeway crossings over drainage ways which convey waters through the watershed to the Pacific Ocean, and where they occur, specific information should be presented in descriptive and photographic form regarding the existing bed and bank structure and the presence or absence of Ordinary High Water Mark (OHWM) indicators. Upon our receipt of the dEA, it may be determined whether a Department of Army (DA) permit for Section 404 activities of the Clean Water Act may, or may not be, required for the proposed Phase III of the Northshore Greenway Project.

Thank you for your consideration of potential impacts to the aquatic environment of the Paia watershed. Please contact Mr. Farley Watanabe of my staff at 808-438-7701, or facsimile 808-438-4060, if you have any questions or need additional information. Please refer to the file number above in any written correspondence with us.

Sincerely,

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

RECEIVED  
SEP 27 2006

CHRIS HART & PARTNERS, INC.  
1955 MAIN STREET, SUITE 200  
WAILUKU, HI 96793-1706  
09/26 - Matt



October 24, 2006

George Young, Chief  
Department of the Army  
Regulatory Branch  
U.S. Army Engineer District, Honolulu  
Ft. Shafter, Hawaii 96858

SUBJECT: Early Consultation Comments for Proposed Paia Park Bikeway, Phase III of the  
Northshore Greenway  
TMK (2) 2-5-005:017, 046, and 047 (por.); Paia, Maui

Dear Mr. Young,

Thank you for your letter of September 25, 2006, providing early consultation comments for the proposed Paia Park Bikeway. In response to your comments, we note the following:

1. There are no streams or wetlands in the project vicinity. The project corridor lies on seaward side of Hana Highway and approaches the shoreline at the point at which it enter H.A. Baldwin Beach Park parking lot.
2. The proposed bikeway does not include any crossings over waters of the U.S. or drainageways.

Thank you again for providing us with your comments. A copy of the Draft EA will be provided to your office for review and comment. Please feel free to call me at (808) 242-1955 should you have any questions.

Respectfully submitted,

Matthew M. Slepín, Planner

cc: Joe Krueger, Department of Public Works and Environmental Management  
Kirk Tanaka, R. T. Tanaka Engineering  
Project File

LINDA LINGLE  
GOVERNOR  
STATE OF HAWAII



MICAH A. KANE  
CHAIRMAN  
HAWAIIAN HOMES COMMISSION

BEN HENDERSON  
DEPUTY TO THE CHAIRMAN

KAULANA H. PARK  
EXECUTIVE ASSISTANT

STATE OF HAWAII  
DEPARTMENT OF HAWAIIAN HOME LANDS

P.O. BOX 1879  
HONOLULU, HAWAII 96805

September 18, 2006

RECEIVED  
SEP 19 2006

CHRIS HART & PARTNERS  
1955 MAIN STREET, SUITE 200  
WAILUKU, HAWAII 96793  
cc: mat 04/034

Mr. Matthew Slepín  
Chris Hart and Partners, Inc.  
1955 Main Street, Suite 200  
Wailuku, Hawaii 96793

Dear Mr. Slepín:

Thank you for the opportunity to participate in the early consultation portion of the proposed Northshore Greenway, Phase III project in Paia, Maui. The Department of Hawaiian Home Lands has no comments to offer at this time.

Should you have any questions, please call the Planning Office at (808) 586-3836.

Aloha and mahalo,

*Micah A. Kane*  
Micah A. Kane, Chairman  
Hawaiian Homes Commission

LINDA LINGLE  
GOVERNOR OF HAWAII



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

RECEIVED  
SEP 20 2006

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

CHRIS HART & PARTNERS  
LANDSCAPE ARCHITECTS (P.C.)

cc: Math 09/10/06

In reply, please refer to:  
EMD / CWB

09037PKP.06

September 14, 2006

Mr. Mathew Slepín  
Planner  
Chris Hart and Partners, Inc.  
1955 Main Street, Suite 200  
Wailuku, Hawaii 96793

Dear Mr. Slepín:

**Subject: Early Consultation Request for Proposed Phase III of the  
Northshore Greenway Project, Paia, Maui, Hawaii**

The Department of Health (DOH), Clean Water Branch (CWB), acknowledges receipt of your letter, dated September 5, 2006, and associated documents. The CWB has reviewed the limited information contained in the subject document and offers the following comments:

1. The Army Corps of Engineers should be contacted at (808) 438-9258 for this project. Pursuant to Federal Water Pollution Control Act (commonly known as the "Clean Water Act" (CWA) Paragraph 401(a)(1), a Section 401 Water Quality Certification (WQC) is required for "[a]ny applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may **result** in any discharge into the navigable waters ..." (emphasis added). The term "discharge" is defined in CWA, Subsections 502(16), 502(12), and 502(6); Title 40, Code of Federal Regulations (CFR), Section 122.2; and Hawaii Administrative Rules (HAR), Chapter 11-54.
2. In accordance with HAR, Sections 11-55-04 and 11-55-34.05, the Director of Health may require the submittal of an individual permit application or a Notice of Intent (NOI) for general permit coverage authorized under the National Pollutant Discharge Elimination System (NPDES).
  - a. An application for an NPDES individual permit is to be submitted at least 180 days before the commencement of the respective activities. The NPDES application forms may also be picked up at our office or downloaded from our website at <http://www.hawaii.gov/health/environmental/water/cleanwater/forms/indiv-index.html>.

- b. An NOI to be covered by an NPDES general permit is to be submitted at least 30 days before the commencement of the respective activity. A separate NOI is needed for coverage under each NPDES general permit. The NOI forms may be picked up at our office or downloaded from our website at:  
<http://www.hawaii.gov/health/environmental/water/cleanwater/forms/genl-index.html>.
- i. Storm water associated with industrial activities, as defined in Title 40, CFR, Sections 122.26(b)(14)(i) through 122.26(b)(14)(ix) and 122.26(b)(14)(xi). [HAR, Chapter 11-55, Appendix B]
  - ii. Construction activities, including clearing, grading, and excavation, that result in the disturbance of equal to or greater than one (1) acre of total land area. The total land area includes a contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under a larger common plan of development or sale. **An NPDES permit is required before the commencement of the construction activities.** [HAR, Chapter 11-55, Appendix C]
  - iii. Discharges of treated effluent from leaking underground storage tank remedial activities. [HAR, Chapter 11-55, Appendix D]
  - iv. Discharges of once through cooling water less than one (1) million gallons per day. [HAR, Chapter 11-55, Appendix E]
  - v. Discharges of hydrotesting water. [HAR, Chapter 11-55, Appendix F]
  - vi. Discharges of construction dewatering effluent. [HAR, Chapter 11-55, Appendix G]
  - vii. Discharges of treated effluent from petroleum bulk stations and terminals. [HAR, Chapter 11-55, Appendix H]
  - viii. Discharges of treated effluent from well drilling activities. [HAR, Chapter 11-55, Appendix I]
  - ix. Discharges of treated effluent from recycled water distribution systems. [HAR, Chapter 11-55, Appendix J]
  - x. Discharges of storm water from a small municipal separate storm sewer system. [HAR, Chapter 11-55, Appendix K]
  - xi. Discharges of circulation water from decorative ponds or tanks. [HAR, Chapter 11-55, Appendix L]

Mr. Mathew Slepik  
September 14, 2006  
Page 3

3. In accordance with HAR, Section 11-55-38, the applicant for an NPDES permit is required to either submit a copy of the new NOI or NPDES permit application to the State Department of Land and Natural Resources, State Historic Preservation Division (SHPD), or demonstrate to the satisfaction of the DOH that the project, activity, or site covered by the NOI or application has been or is being reviewed by SHPD. If applicable, please submit a copy of the request for review by SHPD or SHPD's determination letter for the project.
4. Any discharges related to project construction or operation activities, with or without a Section 401 WQC or NPDES permit coverage, shall comply with the applicable State Water Quality Standards as specified in HAR, Chapter 11-54.

The Hawaii Revised Statutes, Subsection 342D-50(a), requires that "[n]o person, including any public body, shall discharge any water pollutants into state waters, or cause or allow any water pollutant to enter state waters except in compliance with this chapter, rules adopted pursuant to this Chapter, or a permit or variance issued by the director."

If you have any questions, please contact Mr. Alec Wong, Supervisor of the Engineering Section, CWB, at (808) 586-4309.

Sincerely,



DENIS R. LAU, P.E., CHIEF  
Clean Water Branch

KP:np



October 24, 2006

Dennis Lau, Chief  
State of Hawaii  
Department of Health  
Clean Water Branch  
PO Box 3378  
Honolulu, Hawaii 96801

SUBJECT: Early Consultation Comments for Proposed Paia Park Bikeway, Phase III of the Northshore Greenway  
TMK (2) 2-5-005:017, 046, and 047 (por.); Paia, Maui

Dear Mr. Lau,

Thank you for your letter of September 14, 2006, providing early consultation comments for the proposed Paia Park Bikeway. In response to your comments, we note the following:

1. The Army Corps of Engineers has been contacted through the early consultation process and will receive a copy of the Draft Environmental Assessment (EA).
2. We acknowledge your information regarding National Pollutant Discharge Elimination permits and will comply with all appropriate procedures.
3. See No. 2 above.
4. The project will comply with applicable State Water Quality Standards, as specified in HAR 11-54.

Thank you again for providing us with your comments. A copy of the Draft EA will be provided to your office for review and comment. Please feel free to call me at (808) 242-1955 should you have any questions.

Respectfully submitted,

Matthew M. Slepina, Planner

cc: Joe Krueger, Department of Public Works and Environmental Management  
Kirk Tanaka, R. T. Tanaka Engineering  
Project File

LINDA LINGLE  
GOVERNOR OF HAWAII



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

LORRIN W. PANG, M. D., M. P. H.  
DISTRICT HEALTH OFFICER

STATE OF HAWAII  
DEPARTMENT OF HEALTH  
MAUI DISTRICT HEALTH OFFICE  
54 HIGH STREET  
WAILUKU, MAUI, HAWAII 96793-2102

September 21, 2006

Mr. Matthew Slepín  
Planner  
Chris Hart & Partners, Inc.  
1955 Main Street, Suite 200  
Wailuku, Hawai'i 96793

Dear Mr. Slepín:

Subject: **Proposed Phase III, Northshore Greenway**  
**TMK: (2) 2-5-005: 017, 046, and 047**

Thank you for the opportunity to participate in the early review process of the proposed Phase III of the Northshore Greenway project. The following comments are offered:

1. National Pollutant Discharge Elimination System (NPDES) permit coverage may be required for this project. The Clean Water Branch should be contacted at 808 586-4309.
2. It is strongly recommended that the Standard Comments found at the Department's website: [www.state.hi.us/health/environmental/env-planning/landuse/landuse.html](http://www.state.hi.us/health/environmental/env-planning/landuse/landuse.html) be reviewed, and any comments specifically applicable to this project should be adhered to.

Should you have any questions, please call me at 808 984-8230.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Matsubayashi", written over a circular scribble.

Herbert S. Matsubayashi  
District Environmental Health Program Chief

RECEIVED  
SEP 22 2006

cc: Matt 04/030



CHRIS  
HART  
& PARTNERS, INC.

October 24, 2006

Herbert Matsubayashi, District Environmental Health Program Chief  
State of Hawaii  
Department of Health  
Maui District Health Office  
54 High Street  
Wailuku, Hawaii 96793

SUBJECT: Early Consultation Comments for Proposed Paia Park Bikeway, Phase III of the  
Northshore Greenway  
TMK (2) 2-5-005:017, 046, and 047 (por.); Paia, Maui

Dear Mr. Matsubayashi,

Thank you for your letter of September 21, 2006, providing early consultation comments for the proposed Paia Park Bikeway. In response to your comments, we note the following:

1. The Clean Water Branch has been contacted and we will coordinate with them regarding National Pollutant Discharge Elimination System permitting.
2. We acknowledge your information regarding the Department's standard comments and will take them into account.

Thank you again for providing us with your comments. A copy of the Draft EA will be provided to your office for review and comment. Please feel free to call me at (808) 242-1955 should you have any questions.

Respectfully submitted,

Matthew M. Slepina, Planner

cc: Joe Krueger, Department of Public Works and Environmental Management  
Kirk Tanaka, R. T. Tanaka Engineering  
Project File



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

RECEIVED  
SEP 21 2006

CISD, Planning & Design  
Land Use & Planning

cc: Matt 09/23/06

OFFICE OF THE SUPERINTENDENT

September 20, 2006

Mr. Matthew Slepín, Planner  
Chris Hart and Partners, Inc.  
1955 Main Street, Suite 200  
Wailuku, Hawai'i 96793

Dear Mr. Slepín:

Subject: Early Consultation for Phase III of the Northshore Greenway Project  
Paia, Maui, TMK: 2-5-005: 017, 046 and 047

The Department of Education has no comment on the proposed plans for Phase III of the bikeway path to Paia, Maui.

Should you have any questions, please call Heidi Meeker of the Facilities Development Branch at (808) 733-4862.

Very truly yours,

Patricia Hamamoto  
Superintendent

PH:jmb

c: Randolph Moore, Acting Assistant Superintendent, OBS  
Duane Kashiwai, Public Works Manager, FDB  
Ken Nomura, CAS, Baldwin/Kekaulike/Maui Complex Areas

PHONE (808) 594-1888

FAX (808) 594-1885



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

RECEIVED  
OCT - 4 2006

CHRIS HART & PARTNERS  
Landscape Architecture & Planning

cc: Matt  
09/03/06

HRD06/2696

September 26, 2006

Matthew Slepín, Planner  
Chris Hart and Partners, Inc.  
1955 Main Street, Ste. 200  
Wailuku, Hawai'i 96793

RE: **Early Consultation for Proposed Phase III, Northshore Greenway Project, Pā'ia, Maui, TMK 2-5-005:017, 046, and 047**

Dear Mr. Slepín,

The Office of Hawaiian Affairs (OHA) is in receipt of your September 5, 2006 request for comments regarding the above referenced project. We apologize for our late response, and we do not have any substantive comments at this time.

Thank you for the opportunity to comment, and we look forward to continued correspondence. If you have any further questions or concerns please contact Koa Kaulukukui at (808) 594-0244 or [koalanik@oha.org](mailto:koalanik@oha.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Clyde W. Nāmu'o".

Clyde W. Nāmu'o  
Administrator

cc:

Thelma Shimaoka, Community Resource Coordinator  
Office of Hawaiian Affairs, Maui Office  
140 Ho'ohana St., Ste. 206  
Kahului, Hawai'i 96732

# UNIVERSITY OF HAWAII

---

Sea Grant Extension Service  
Maui Community College

9/25/2006

Chris Hart And Partners  
Attn: Matthew Slepkin  
1955 Main Street  
Wailuku, HI, 96793

Dear Mr. Sleppin,

**Re: Early Consultation Request for Proposed Phase III of the Northshore Greenway Project, Paia, Maui; TMK (2) 2-5-005:017, 046, and 047**

Thank you for the opportunity to provide an early review of this project. As the proposed Phase III of the project will be taking place away from the shoreline, it is not likely to have any direct negative impact on coastal resources. One question I have is what form will the pathway take in the Baldwin Park parking lot? Will it be a new paved pathway, or will it be painted lines on existing pavement? If it is a new paved pathway, will it run mauka or makai of the parking lot? Due to the recent heavy erosion of the shoreline at this location and the very high historic erosion rates, it would be preferable to not place a new paved pathway makai of the parking lot.

From a safety perspective, I would recommend that there be a complete physical separation of the proposed pathway from Hana Highway, or at least a physical barrier, for example trees. (A friend of mine lost his 13-year-old niece last week in North Carolina – she was cycling on the shoulder of a road with her family and the mother and two kids were hit by a truck.)

Thank you for your consideration of my comments.

Sincerely,



Zoe Norcross-Nu'u  
Sea Grant Extension Agent



CHRIS  
HART

& PARTNERS, INC.

October 24, 2006

Zoe Norcross-Nu'u, Extension Agent  
University of Hawaii  
Maui Community College  
Sea Grant Extension Service  
310 Kaahumanu Avenue  
Kahului, Hawaii 96732

SUBJECT: Early Consultation Comments for Proposed Paia Park Bikeway, Phase III of the  
Northshore Greenway  
TMK (2) 2-5-005:017, 046, and 047 (por.); Paia, Maui

Dear Ms. Norcross-Nu'u,

Thank you for your letter of September 25, 2006, providing early consultation comments for the proposed Paia Park Bikeway. In response to your comments, we note the following:

1. The proposed bikeway will not be constructed makai (seaward) of the existing parking lot at H.A. Baldwin Beach Park.
2. The bikeway is being proposed without a physical barrier separating it from Hana Highway. There will be a separation of approximately 34 feet between the bikeway and the highway with landscaping in between.

Thank you again for providing us with your comments. A copy of the Draft EA will be provided to your office for review and comment. Please feel free to call me at (808) 242-1955 should you have any questions.

Respectfully submitted,

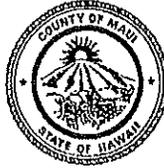
Matthew M. Slepín, Planner

cc: Joe Krueger, Department of Public Works and Environmental Management  
Kirk Tanaka, R. T. Tanaka Engineering  
Project File

LANDSCAPE ARCHITECTURE AND PLANNING

1955 MAIN STREET, SUITE 200 • WAILUKU, MAUI, HAWAII 96793-1706 • PHONE: 808-242-1955 • FAX: 808-242-1956

ALAN M. ARAKAWA  
MAYOR



CARL M. KAUPALOLO  
CHIEF

NEAL A. BAL  
DEPUTY CHIEF

**COUNTY OF MAUI**  
**DEPARTMENT OF FIRE AND PUBLIC SAFETY**

200 DAIRY ROAD  
KAHULUI, MAUI, HAWAII 96732  
(808) 270-7561  
FAX (808) 270-7919

September 12, 2006

Chris Hart & Partners, Inc.  
Attention: Matthew Slepín  
1955 Main Street, Suite 200  
Wailuku, Hawaii 96793

**Subject: Early Consultation Request for Proposed Phase III of the Northshore Greenway  
Project, Paia, Maui TMK (2)2-5-005:017,046 and 047**

Dear Mr. Slepín,

At this time, we have no specific concerns to address. We will take a close look at the project details during the permit process. We will look at how the bikeway will affect access for emergency vehicles and in what way it might affect access to fire protection resources.

Please contact Lt. Scott English at 270-7122 if there are any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Valeriano F. Martin".

Valeriano F. Martin  
Captain  
Fire Prevention Bureau

RECEIVED  
SEP 13 2006

CHRIS HART & PARTNERS  
1955 MAIN STREET, SUITE 200  
WAILUKU, HAWAII 96793

CC:Matt 09/08/06



CHRIS  
HART

& PARTNERS, INC.

October 24, 2006

Valeriano Martin, Captain  
County of Maui  
Department of Fire and Public Safety  
200 Dairy Road  
Kahului, Hawaii 96732

SUBJECT: Early Consultation Comments for Proposed Paia Park Bikeway, Phase III of the  
Northshore Greenway  
TMK (2) 2-5-005:017, 046, and 047 (por.); Paia, Maui

Dear Captain Martin,

Thank you for your letter of September 12, 2006, providing early consultation comments for the proposed Paia Park Bikeway. In response to your comments, we note that a copy of the Draft Environmental Assessment will be provided to your office for review and comment.

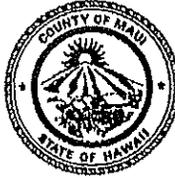
Please feel free to call me at (808) 242-1955 should you have any questions.

Respectfully submitted,

Matthew M. Slepian, Planner

cc: Joe Krueger, Department of Public Works and Environmental Management  
Kirk Tanaka, R. T. Tanaka Engineering  
Project File

ALAN M. ARAKAWA  
Mayor



GLENN T. CORREA  
Director

JOHN L. BUCK III  
Deputy Director

(808) 270-7230  
Fax (808) 270-7934

## DEPARTMENT OF PARKS & RECREATION

700 Hali'a Nako'a Street, Unit 2, Wailuku, Hawaii 96793

September 11, 2006

Mr. Matthew Slepín  
Chris Hart and Partners, Inc.  
1955 Main Street, Suite 200  
Wailuku, Hawaii 96793

**SUBJECT:** Early Consultation Request for Proposed Phase III of the  
Northshore Greenway Project, Paia, Maui; TMK: (2) 2-5-005:  
017, 045 and 047

Dear Mr. Slepín:

We have reviewed the early consultation request for Proposed Phase III of the Northshore Greenway Project and reserve comments until detailed plans are submitted.

Thank you for the opportunity to review and comment on this matter. Please contact me or Mr. Patrick Matsui, Chief of Planning and Development, at 270-7387 if there are any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Glenn T. Correa".

GLENN T. CORREA  
Director of Parks and Recreation

GTC:PM:do

RECEIVED

SEP 20 2006

CHRIS HART & PARTNERS  
1955 MAIN STREET, SUITE 200  
WAILUKU, HAWAII 96793

cc:Matt 09/03/06



October 24, 2006

Glenn Correa, Director  
County of Maui  
Department of Parks and Recreation  
700 Hali'a Nakoia Street, Unit 2  
Wailuku, Hawaii 96793

SUBJECT: Early Consultation Comments for Proposed Paia Park Bikeway, Phase III of the  
Northshore Greenway  
TMK (2) 2-5-005:017, 046, and 047 (por.); Paia, Maui

Dear Mr. Correa,

Thank you for your letter of September 11, 2006, providing early consultation comments for the proposed Paia Park Bikeway. In response to your comments, we note that a copy of the Draft Environmental Assessment will be provided to your office for review and comment.

Please feel free to call me at (808) 242-1955 should you have any questions.

Respectfully submitted,

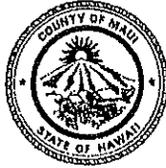
Matthew M. Slepina, Planner

cc: Joe Krueger, Department of Public Works and Environmental Management  
Kirk Tanaka, R. T. Tanaka Engineering  
Project File

ALAN M. ARAKAWA  
Mayor

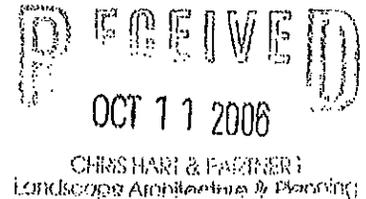
MICHAEL W. FOLEY  
Director

Don Couch  
Deputy Director



COUNTY OF MAUI  
**DEPARTMENT OF PLANNING**

October 4, 2006



Mr. Matthew Slepín  
Chris Hart & Partners, Inc.  
1955 Main Street, Suite 200  
Wailuku, Hawaii 96793

Dear Mr. Slepín:

RE: Pre-consultation Comments in Preparation of a Draft Environmental Assessment for the Proposed Phase III of the North Shore Greenway Project, Located at TMK(s): 2-5-005:017, 046, and 047, Paia, Maui, Hawaii (EAC 2006/0032)

The Maui Planning Department (Department) has reviewed your request for pre-consultation comments regarding the proposed construction of a 12-foot wide, .66-mile long pedestrian/bicycle path, running from Puna Road in Paia to H.A. Baldwin Beach Park.

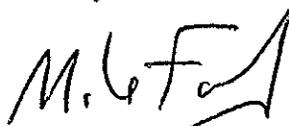
Based on the foregoing, the Department provides the following comments:

1. The subject parcels have a State Land Use District designation of Urban, Community Plan designation of Park, and a Zoning District designation of PK-2 - Community Park District. The subject parcels are also located within the Special Management Area (SMA);
2. The project lies within the scope of the Upcountry Greenway Master Plan of 2004, and shall comply with the provisions of said document;
3. Provide details of striping and signage that will be used along the proposed bikeway corridor;
4. Provide a construction timetable for the project; and
5. Discuss construction mitigation measures regarding air and water quality, soil conservation, and noise.

Mr. Matthew Slepín  
October 4, 2006  
Page 2

Thank you for the opportunity to comment. Should you require further clarification, please contact Mr. Dan Shupack, Staff Planner, of this office at 270-5517.

Sincerely,

A handwritten signature in black ink, appearing to read "M. W. Foley". The signature is stylized with a large, sweeping "F" and a long horizontal stroke at the end.

MICHAEL W. FOLEY  
Planning Director

MWF:DBS:bv

c: Donald G. Couch, Deputy Planning Director  
Clayton I. Yoshida, AICP, Planning Program Administrator  
Daniel B. Shupack, Staff Planner  
General File  
K:\WP\_DOCS\PLANNING\EAC\2006\0032\_NorthShoreGreenway\_PhaseII\PreConsultComments.wpd



October 24, 2006

Michael Foley, Director  
County of Maui  
Department of Planning  
250 South High Street  
Wailuku, Hawaii 96793

SUBJECT: Early Consultation Comments for Proposed Paia Park Bikeway, Phase III of the  
Northshore Greenway  
TMK (2) 2-5-005:017, 046, and 047 (por.); Paia, Maui

Dear Mr. Foley,

Thank you for your letter of October 4, 2006, providing early consultation comments for the proposed Paia Park Bikeway. Our responses have been numbered to correspond with your comments:

1. We acknowledge the land use designations that you have provided. Note that the Special Management Area Use Permit application will be filed concurrently with the Draft EA.
2. The proposed bikeway will comply with the provisions of the Upcountry Greenway Masterplan.
3. Striping and signage details will be finalized during the building permit process. In general, however, bicycle paths are not striped.
4. Construction of the bike path is estimated at three (3) months. Establishment and maintenance of the landscaping is estimated at six (6) to 12 months. It is noted that funding for the project has been secured and development is expected to commence upon receipt of the necessary permits.
5. The Draft EA will discuss potential impacts to air, noise, and water quality and soils, as well as mitigation measures.

Thank you again for providing us with your comments. A copy of the Draft EA will be provided to your office for review and comment. Please feel free to call me at (808) 242-1955 should you have any questions.

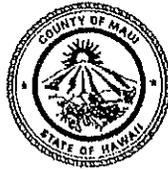
Please feel free to call me at (808) 242-1955 should you have any questions.

Respectfully submitted,

Matthew M. Slepín, Planner

cc: Joe Krueger, Department of Public Works and Environmental Management  
Kirk Tanaka, R. T. Tanaka Engineering  
Project File

ALAN M. ARAKAWA  
MAYOR



KYLE K. GINOZA  
Director  
DON A. MEDEIROS  
Deputy Director  
Telephone (808) 270-7511  
Facsimile (808) 270-7505

DEPARTMENT OF TRANSPORTATION

COUNTY OF MAUI  
200 South High Street  
Wailuku, Hawaii, USA 96793-2155

September 25, 2006

Chris Hart and Partners, Inc.  
Attention: Matthew Slepín  
1955 Main Street, Suite 200  
Wailuku, HI 96793

SUBJECT: Early Consultation Request for Proposed Phase III of the Northshore  
Greenway Project, Paia, Maui; TMK (2) 2-5-005:017, 046, and 047

Dear Mr. Slepín,

In response to your letter regarding the above subject matter, we have reviewed the regional location and route maps and have no comments to add at this time.

Should you have any questions, or require additional information, please feel free to contact our office at 270-7511.

Sincerely,

A handwritten signature in cursive script, appearing to read "K. Ginoza", is written over a horizontal line.

K Kyle K. Ginoza,  
Director

/dcy

RECEIVED  
SEP 28 2006  
CHRISTIAN  
LAWSON  
09/036 Matt

ALAN M. ARAKAWA  
Mayor



DEPARTMENT OF WATER SUPPLY  
COUNTY OF MAUI  
200 SOUTH HIGH STREET  
WAILUKU, MAUI, HAWAII 96793-2155  
www.maulwater.org

GEORGE Y. TENGAN  
Director

ERIC H. YAMASHIGE, P.E., L.S.  
Deputy Director

RECEIVED  
OCT 2 2006

CHRIS HART & PARTNERS  
Landscape Architecture & Planning

cc: Matt 01/02/06

September 27, 2006

Mr. Matthew Slepín, Planner  
Chris Hart and Partners, Inc.  
1955 Main Street, Suite 200  
Wailuku, Hawaii 96793

RE: Early Consultation Request  
Project Name: Northshore Greenway Project  
TMK: 2-5-005:017, 046 and 047

Dear Mr. Slepín:

Thank you for the opportunity to comment on this Early Consultation Request.

The project site overlies the Paia aquifer with a sustainable yield of 8 MGD (million gallons per day). In order to protect ground water resources, we encourage the applicant to adopt best management practices (BMP) for construction to minimize infiltration and runoff. Please refer to the BMP "Source Water Protection Practices Bulletin - Managing Storm Water Runoff to Prevent Contamination of Drinking Water".

During the construction phase of the project, the Department encourages the use of non-potable water for dust control.

The project site is located in the "Maui County Planting Plan" - plant zone 5 - windward coastal salt spray zones. Native plants adapted to the area conserve water and protect the watershed from degradation due to alien invasive species. Please refer to the attachment which lists native plants suitable for plant zone 5.

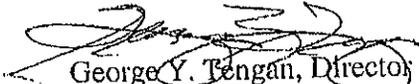
Should you have any questions, please contact our Water Resources & Planning Division at 244-8550.

*"By Water All Things Find Life"*



Mr. Matthew Slepik  
Page 2  
September 27, 2006

Sincerely,



George Y. Tengan, Director

ayi

Enclosures: Source Water Protection Practices Bulletin - Managing Storm Water Runoff to  
Prevent Contamination of Drinking Water  
Maui Planting Plan - Plant Zone 5

c: Engineering Division  
WRPD File  
WRPD Reading File



October 24, 2006

George Tengan, Director  
County of Maui  
Department of Water Supply  
200 South High Street  
Wailuku, Hawaii 96793

SUBJECT: Early Consultation Comments for Proposed Paia Park Bikeway, Phase III of the  
Northshore Greenway  
TMK (2) 2-5-005:017, 046, and 047 (por.); Paia, Maui

Dear Mr. Tengan,

Thank you for your letter of September 27, 2006, providing early consultation comments for the proposed Paia Park Bikeway. In response to your comments, we note that the following:

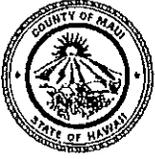
1. Appropriate Best Management Practices will be employed during construction to mitigate infiltration and runoff impacts.
2. We acknowledge your comments regarding the use of non-potable water for dust control.
3. Landscaping for the project will consist of grass.

Thank you again for providing us with your comments. A copy of the Draft EA will be provided to your office for review and comment. Please feel free to call me at (808) 242-1955 should you have any questions.

Respectfully submitted,

Matthew M. Slepik, Planner

cc: Joe Krueger, Department of Public Works and Environmental Management  
Kirk Tanaka, R. T. Tanaka Engineering  
Project File



ALAN M. ARAKAWA  
MAYOR

OUR REFERENCE  
YOUR REFERENCE

# POLICE DEPARTMENT COUNTY OF MAUI

55 MAHALANI STREET  
WAILUKU, HAWAII 96793  
(808) 244-6400  
FAX (808) 244-6411



THOMAS M. PHILLIPS  
CHIEF OF POLICE

GARY A. YABUTA  
DEPUTY CHIEF OF POLICE

September 27, 2006

Mr. Matthew Slepín, Planner  
Chris Hart & Partners, Inc.  
1955 Main Street, Suite 200  
Wailuku, HI 96793-1706

Dear Mr. Slepín:

SUBJECT: Early Consultation Request for Proposed Phase III of the Northshore  
Greenway Project, Paia TMK (2) 2-5-005:017, 046, 047

Thank you for your letter of September 5, 2006, requesting comments on the above  
subject.

We have reviewed the information submitted for this project and have enclosed a  
copy of our comments. Thank you for giving us the opportunity to comment on this project.

Very truly yours,

Assistant Chief Wayne T. Ribao  
for: Thomas M. Phillips  
Chief of Police

c: Michael Foley, Maui County Planning Department

Enclosure

RECEIVED  
OCT - 2 2006

CHRIS HART & PARTNERS  
Landscape Architecture & Planning  
Matt 10/26

COPY

TO : THOMAS PHILLIPS, CHIEF OF POLICE, COUNTY OF MAUI  
VIA : CHANNELS  
FROM : SCOTT Y. MIGITA, ADMINISTRATIVE SERGEANT, WAILUKU PATROL  
SUBJECT : EARLY CONSULTATION REQUEST FOR PROPOSED PHASE III OF THE NORTHSORE GREENWAY PROJECT, PAIA, MAUI; TMK (2) 2-5-005:017, 046, 047

Sir, this To/From is being submitted regarding Chris Hart and Partners, Inc. proposing construction of Phase III of the Northshore Greenway Project ("Paia Parks Bikeway"). This proposal involves construction of a pedestrian/bicycle path in the area of Paia Town. This proposed path will run from Puna Road in Paia to H.A. Baldwin Beach Park. The path will be twelve feet in width and approximately 0.66 miles in length.

Regarding the issue of traffic and safety from a police perspective, it is mentioned that there is a proposed separated bike path along Hana Highway. Questions regarding the impact on traffic as a result of this "bike path" and a safety issue on whether this "bike path" runs parallel directly off of Hana Highway is presented. Comments regarding these issues will be withheld until a Draft Environmental Assessment (EA) for this area is reviewed.

Submitted for your information and perusal.

Respectfully submitted,



Sgt. Scott Migita, E-1122  
Administrative Sergeant, Wailuku Patrol  
09/25/06 at 1805 hours

NO FURTHER COMMENTS  
CPTHELL 09/26/06

NO FURTHER COMMENT.  
AL Wayne 9/26/06



October 24, 2006

Thomas Philips, Chief  
County of Maui  
Police Department  
55 Mahalani Street  
Wailuku, Hawaii 96793

SUBJECT: Early Consultation Comments for Proposed Paia Park Bikeway, Phase III of the  
Northshore Greenway  
TMK (2) 2-5-005:017, 046, and 047 (por.); Paia, Maui

Dear Chief Philips,

Thank you for your letter of September 27, 2006, providing early consultation comments for the proposed Paia Park Bikeway. In response to your comments, we note that the following:

1. There are no anticipated traffic impacts from either the construction or operation of the proposed bikeway.
2. The bikeway will not be directly adjacent to Hana Highway, but will be located approximately 34 feet from the Highway and separated by landscaping.

Thank you again for providing us with your comments. A copy of the Draft EA will be provided to your office for review and comment. Please feel free to call me at (808) 242-1955 should you have any questions.

Respectfully submitted,

Matthew M. Slepín, Planner

cc: Joe Krueger, Department of Public Works and Environmental Management  
Kirk Tanaka, R. T. Tanaka Engineering  
Project File



RECEIVED  
SEP 19 2006

CHRIS HART & PARTNERS  
Landscape Architecture & Planning

cc: Matt 09/19/06

September 18, 2006

Chris Hart and Partners, Inc.  
Attn: Matthew Slepín  
1955 Main Street, Suite 200  
Wailuku, HI 96793

Dear Mr. Slepín,

Subject: Early Consultation for Proposed Phase III of the Northshore Greenway Project  
Paia, Maui, Hawaii  
TMK: (2) 2-5-005:017, 046 and 047

Thank you for allowing us to comment on the above subject project, which was received on September 7, 2006.

In reviewing our records and the information received, Maui Electric Company (MECO) has no objection to the project at this time.

Should you have any other questions or concerns, please call Kim Kawahara at 871-2345.

Sincerely,

Neal Shinyama  
Manager, Engineering

NS/kk:lk

**Appendix - D**  
**Letters Received During the**  
**Draft Environmental**  
**Assessment Public Comment**  
**Period and Responses to**  
**Substantive Comments.**

<p align="center"><b>Phase III Northshore Greenway Draft EA/SMA Transmittal and Comment Letter Tracking</b></p>	<p align="center">Letter Received [DATE]</p>
<i>Comment Deadline: 4.23.07</i>	
<b>FEDERAL</b>	
Natural Resources Conservation Service	3.26.07
Dept of the Army, Corps of Engineers, Civil Works Technical Branch	3.20.07
Dept of the Army, Corps of Engineers, Regulatory Branch	4.06.07
<b>STATE</b>	
Department of Accounting & General Services (DAGS)	3.23.07
Department of Health (DOH)	
DOH, Maui District Health Office	3.23.07
Department of Land & Natural Resources (DLNR)	3.19.07
DLNR, Historic Preservation Division	
Department of Transportation (DOT), Statewide Planning Office	
Office of Environmental Quality Control	1.16.07
Office of Hawaiian Affairs (OHA)	6.29.07
University of Hawaii, Sea Grant Extension Office	
<b>COUNTY</b>	
Department of Fire Control & Public Safety	6.19.07
Department of Parks & Recreation	4.23.07
Department of Planning	1.19.07
Department of Water Supply	4.24.07
Police Department	4.20.07
<b>COMMUNITY BUSINESSES, GROUPS &amp; INDIVIDUALS</b>	
Rep. Joe Bertram (Greenways Maui)	1.24.07
Councilmember Michelle Anderson	4.23.07



**DEPARTMENT OF THE ARMY**  
U.S. ARMY ENGINEER DISTRICT, HONOLULU  
BUILDING 223  
FORT SHAFTER, HAWAII 96859-5440

REPLY TO  
ATTENTION OF: CEPOH-EC-T

'07 MAR 20 P12:47

March 20, 2007

DEPT OF PLANNING  
COUNTY OF MAUI  
RECEIVED

Civil Works Technical Branch

Mr. Jeffrey S. Hunt, Staff Planner  
County of Maui  
Department of Planning  
250 South High Street  
Wailuku, Maui, Hawaii 96793

Dear Mr. Hunt:

Thank you for the opportunity to review and comment on the Special Management Area Application and Draft Environmental Assessment (DEA) for Phase III of the Northshore Greenway Project, Hana, Maui (Tax Map Key 2-5-5: 17, 46 and 47). The flood hazard information provided on Page 45 of the DEA is correct.

The documents have been forwarded to our Regulatory Branch to determine Department of the Army permit requirements. They will respond to your office under separate cover. Should you require additional information, please call Ms. Jessie Dobinchick of my staff at 438-8876.

Sincerely,

*James Pennaz*  
James Pennaz, P.E.  
Chief, Civil Works Technical Branch



DEPARTMENT OF THE ARMY  
U. S. ARMY ENGINEER DISTRICT, HONOLULU  
FT. SHAFTER, HAWAII 96858-6440

April 6, 2007

REPLY TO  
ATTENTION OF

File Number POH-2006-391

Regulatory Branch

Mr. Dan B. Schupack  
Staff Planner  
Dept. of Planning, County of Maui  
250 South High Street  
Wailuku, HI 96793

07 APR 11 AM 58  
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COUNTY OF MAUI  
RECEIVED

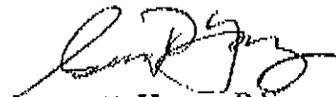
Dear Mr. Schupack:

This responds to your request for written comments for a Special Management Area Use Permit application (SMA/SM1 2006/0032) regarding activities and impacts of the proposed Phase III of the Northshore Greenway, Paia Parks Bikeway Project at Paia, Maui Island (TMKs (2) 2-5-005: por. 017, 46 and 47).

The SMA and dEA indicates that waters of the United States, as represented by perennial, intermittent and ephemeral streams as well as special aquatic sites such as wetlands and anchialine ponds, are absent from the proposed project area. The proposed project information therefore documents that there is no potential for waters of the U.S. to be impacted by construction of project structures and associated ground disturbing activities within the proposed improvement area. Further, information on the absence of drainage ways which convey waters from the project site to the Pacific Ocean is also provided. Therefore, we have determined that a Department of Army (DA) permit for Section 404 activities of the Clean Water Act will not be required for the proposed Phase III Paia Parks Bikeway Project.

Thank you for your consideration of potential impacts to the aquatic environment and watershed system of Paia. Please contact Mr. Farley Watanabe of my staff at 808-438-7701, or facsimile 808-438-4060, if you have any questions or need additional information. Please refer to the file number above in any written correspondence with us.

Sincerely,

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

CHARMAINE TAVARES  
Mayor

JEFFREY S. HUNT  
Director

COLLEEN M. SUYAMA  
Deputy Director



COUNTY OF MAUI  
**DEPARTMENT OF PLANNING**

**FACSIMILE TRANSMISSION COVER SHEET**

**DATE:** APRIL 24, 2007

**TO:** Jason Medema, Chris Hart & Partners, Inc.

**TELEPHONE NO.:** 242-1955      **FACSIMILE NO.:** 242-1956

**FROM:** Dan Shupack, Staff Planner

**NO. OF PAGES (INCLUDING COVER SHEET):** 2

**REMARKS OR SPECIAL INSTRUCTIONS:** Latest agency response(s) re:  
Proposed North Shore Greenway, Phase III – Paia Parks Bikeway (SM1  
2006/0032)

**MAUI COUNTY CODE IS AVAILABLE ON THE INTERNET**  
[www.mauicounty.gov](http://www.mauicounty.gov)

If you do not receive all pages or if there is a problem with this transmittal, please call (808) 270-7735.

[planning@mauicounty.gov](mailto:planning@mauicounty.gov)

ds

United States Department of Agriculture



Natural Resources Conservation Service  
210 Iml Kala St. Ste 209  
Waituku, HI 96793  
808-244-3100

'07 MAR 28 12:08

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COUNTY OF MAUI  
RECEIVED

March 26, 2007

Mr. Jeffrey S. Hunt  
Planning Department  
County of Maui  
250 S. High St.  
Wailuku, HI 96793

Dear Mr. Hunt:

Subject: North Shore Greenway, Phase III: Paia Parks Bikeway  
TMK: 2-5-005; 017, 046 & 047 (por.)

We support this project for cyclists.

Thank you for the opportunity to comment.

Sincerely,

Ranac Ganske-Cerizo  
District Conservationist

Helping People Help the Land

An Equal Opportunity Provider and Employer



LINDA LINGIER  
GOVERNORRUSS K. SAITO  
Comptroller

'07 MAR 28 P12:08

DEPT OF PLANNING  
COUNTY OF MAUI  
RECEIVEDSTATE OF HAWAII  
DEPARTMENT OF ACCOUNTING  
AND GENERAL SERVICES  
SURVEY DIVISION  
P.O. BOX 119  
HONOLULU, HAWAII 96810-0119Response Refer to:  
Ma-108(07)

March 23, 2007

## MEMORANDUM

TO: Dan B. Shupack, Staff Planner  
Maui County Planning Department

FROM:   
Reid K. Siarot, State Land Surveyor  
DAGS, Survey Division

SUBJECT: I.D.: SM1 2006/0032, EAC 2006/0032  
TMK: 2-5-05: 17, 46 and Por. 47  
Project Name: North Shore Greenway, Phase III: Paia Parks Bikeway  
Applicant: County of Maui, Department of Public Works

The subject proposal has been reviewed and confirmed that no Government Survey Triangulation Stations or Benchmarks are affected. Survey has no objections to the proposed project.

Should you have any questions, please call me at 586-0390.

LINDA LINGLE  
GOVERNOR OF HAWAII



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

LORRIN W. PANG, M. D., M. P. H.  
DISTRICT HEALTH OFFICER

'07 MAR 27 09:08

STATE OF HAWAII  
DEPARTMENT OF HEALTH  
MAUI DISTRICT HEALTH OFFICE  
54 HIGH STREET  
WAILUKU, MAUI, HAWAII 96793-2102  
March 23, 2007

DEPT OF PLANNING  
COUNTY OF MAUI  
RECEIVED

Mr. Jeffrey S. Hunt  
Director  
Department of Planning  
County of Maui  
250 South High Street  
Wailuku, Hawai'i 96793

Attention: Dan B. Shupack

Dear Mr. Hunt:

Subject: **North Shore Greenway, Phase III, Paia Parks Bikeway**  
**TMK: (2) 2-5-005:017, 046 & 047 (por.)**  
**SM1 2006/0032, EAC 2006/0032**

Thank you for the opportunity to comment on the proposed North Shore Greenway, Phase III. The following comments are offered:

1. National Pollutant Discharge Elimination System (NPDES) permit coverage may be required for this project. The Clean Water Branch should be contacted at 808 586-4309.
2. The noise created during the construction phase of the project may exceed the maximum allowable levels as set forth in Hawaii Administrative Rules (HAR), Chapter 11-46, "Community Noise Control". A noise permit may be required and should be obtained before the commencement of work.

It is strongly recommended that the Standard Comments found at the Department's website: [www.state.hi.us/health/environmental/env-planning/landuse/landuse.html](http://www.state.hi.us/health/environmental/env-planning/landuse/landuse.html) be reviewed, and any comments specifically applicable to this project should be adhered to.

Should you have any questions, please call me at 808 984-8230.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Matsubayashi".

Herbert S. Matsubayashi  
District Environmental Health Program Chief



July 12, 2007

Mr. Herbert S. Matsubayashi  
District Environmental Health Program Chief  
State of Hawaii  
Maui District Health Office  
54 High Street  
Wailuku, Hawaii 96793

**SUBJECT:** HRS 343 Draft Environmental Assessment (DEA) for the proposed Phase III of the North Shore Greenway Project ("Pa'ia Parks Bikeway"), located at TMK(s) No: (2) 2-5-005:017, 046 and 047, Pa'ia, Maui, Hawaii.

Dear Mr. Matsubayashi:

Thank you for your December 19, 2006 letter providing comments on the Draft Environmental Assessment (EA) for the proposed project. We are pleased to address your comments as follows:

1. **National Pollutant Discharge Elimination System (NPDES) Permit.** The applicant is aware that a NPDES permit is required for this project. The Clean Water Branch will be contacted regarding the NPDES coverage.
2. **Noise.** Activities associated with the construction phase of the project will comply with the Department of Health's Administrative Rules, Chapter 11-46, "Community Noise Control." A noise permit, if necessary, will be obtained prior to the commencement of work.

Mr. Herbert S. Matsubayashi

July 12, 2007

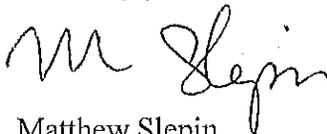
Proposed Phase III of the North Shore Greenway Project ("Pa'ia Parks Bikeway"),  
located at TMK(s) No: (2) 2-5-005:017, 046 and 047, Pa'ia, Maui, Hawaii.

Page 2

3. **Department of Health Standard Comments.** Standard comments found at the Department of Health website have been reviewed and made available to the applicant and project team. Development activities will adhere to any comments specifically applicable to the proposed project.

Thank you for your consideration of this application. Should you have any questions, please contact myself, or Mr. Jason Medema, Planner, at (808) 242-1955.

Sincerely yours,



Matthew Slepina  
Senior Planner

cc. Mr. Joe Krueger, Maui County Department of Public Works and  
Environmental Management  
Mr. Dan Shupack, Planner, Maui County Department of Planning  
Project File

LINDA LINGLE  
GOVERNOR OF HAWAII



**STATE OF HAWAII**  
**DEPARTMENT OF LAND AND NATURAL RESOURCES**  
**LAND DIVISION**

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

March 19, 2007

County of Maui  
Department of Planning  
250 South High Street  
Wailuku, Hawaii 96793

Attention: Mr. Dan B. Shupack

Gentlemen:

Subject: Draft Environmental Assessment for Paia Parks Bikeway, Kahului, Maui,  
Tax Map Key: (2) 2-5-5:17, 46, 47

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources has no comment to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Sincerely,

Russell Y. Tsuji  
Administrator

PETER T. YOUNG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSIONER OF WATER RESOURCES MANAGEMENT  
  
ROBERT K. MASUDA  
DEPUTY DIRECTOR  
  
AGRICULTURE  
BOATLAND DEVELOPMENT  
BUREAU OF LAND SURVEY  
COMMISSIONER OF WATER RESOURCES MANAGEMENT  
COOPERATION WITH DISTRICT LANDS  
LITERATURE AND RECORDS MANAGEMENT  
ENGINEERING  
HISTORIC PRESERVATION  
KAPU AND RESERVATION  
LAND  
STATE PARKS

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COUNTY OF MAUI  
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LINDA LINGLE  
GOVERNOR OF HAWAII



GENEVIEVE SALMONSON  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4185  
FACSIMILE (808) 586-4186  
E-mail: ceqc@health.state.hi.us

January 16, 2007

Milton Arakawa  
Department of Public Works & Environmental Management  
200 South High Street  
Wailuku, HI 96793

Attn: Joe Kruger

Dear Mr. Arawaka:

Subject: Draft Environmental Assessment (EA) for **Paia Parks Bikeway**

We have the following comments:

Two-sided pages: Please print on both sides of the pages in the final document to reduce bulk and save on paper. HRS 342G-44 requires double-sided copying in all state and county agencies, offices and facilities.

Cultural impacts assessment: Act 50 was passed by the legislature in April 2000. This mandates an assessment of impacts to current cultural practices by the proposed project. In the final EA include such an assessment. For assistance in the preparation refer to our *Guidelines for Assessing Cultural Impacts* at <http://www.state.hi.us/health/oeqc/guidance/cultural.htm>.

Paving: Hawaii Revised Statutes 103D-407 requires the use of recycled glass in paving materials whenever possible. In the final EA indicate if you will follow this requirement.

Landscaping: What have you considered for landscaping besides grass? Plants, trees or bushes would not only provide visual relief for both bicyclists and motorists, it would also act to buffer traffic noise, making the environment more pleasant for the cyclists.

Historic and archeological resources: In the final EA document concurrence from the Historic Preservation Division of DLNR that "no further work is recommended" as stated in *Archaeological and Historical Resources*, section II.A.10 of the draft EA.

Legal challenge period: Section G, 8, *Public Participation*, notes a 60-day legal challenge period for a final EA. Please correct this to a 30-day legal challenge period for a FONSI determination.

If you have any questions, please call Nancy Heinrich at 586-4185.

Sincerely,

A handwritten signature in cursive script, appearing to read "Genevieve Salmonson".

GENEVIEVE SALMONSON  
Director

c: Matt Slepik, Chris Hart & Partners



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

'07 JUL -3 P12:26

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HRD07/2696B

June 29, 2007

Dan B. Shupack  
Staff Planner  
County of Maui  
Department of Planning  
250 South High Street  
Wailuku, Maui 96793

**RE: Draft Environmental Assessment, Special Management Area Use permit, Pā'ia Parks Bikeway, Pā'ia, Maui, TMK 2-5-005:017, 046, and 047.**

Dear Mr. Shupack,

The Office of Hawaiian Affairs (OHA) is in receipt of your request for written comments for a draft Environmental Assessment addressing activities and impacts of the Phase III of the Northshore Greeway Project, Pā'ia, Maui. OHA apologizes for our late response, and we do not have any substantive comments at this time.

However, we request your assurances that should iwi kūpuna or Native Hawaiian cultural or traditional deposits be found during ground disturbance or excavation, work will cease, and the appropriate agencies will be contacted pursuant to applicable law.

Thank you for the opportunity to comment, and we look forward to continued correspondence. If you have any further questions or concerns please contact Grant Arnold at (808) 594-0239 or [granta@oha.org](mailto:granta@oha.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Clyde W. Nāmu'o".

Clyde W. Nāmu'o  
Administrator

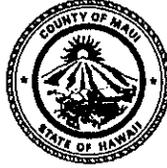
Grant Arnold  
June 29, 2007  
Page 2

**c:** Thelma Shimaoka, Community Resource Coordinator  
Office of Hawaiian Affairs, Maui Office  
140 Ho'ohana St., Ste. 206  
Kahului, Hawai'i 96732

Office of Environmental Quality Control  
235 S. Beretania Street, Suite 702  
Honolulu, Hawai'i 96813

Mathew M. Slepín, Chris Hart and Partners, Inc.  
1955 Main Street  
Wailuku, Hawai'i 96793

CHARMAINE TAVARES  
MAYOR



CARL M. KAUPALOLO  
CHIEF

NEAL A. BAL  
DEPUTY CHIEF

**COUNTY OF MAUI**  
**DEPARTMENT OF FIRE AND PUBLIC SAFETY**  
**FIRE PREVENTION BUREAU**

780 ALUA STREET  
WAILUKU, HAWAII 96793  
(808) 244-9161  
FAX (808) 244-1363

June 19, 2007

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07 JUN 19 P 3:08

Mr. Dan Shupack, Staff Planner  
Department of Planning, County of Maui  
250 South High Street  
Wailuku, Hawaii 96793

**Subject: Proposed Phase III of the North Shore Greenway Project, Paia, Maui**  
**TMK (2)2-5-005:017,046 and 047**

Dear Mr. Shupack,

At this time, we have no specific concerns to address. It does not appear that emergency vehicle access and access to fire protection resources will be affected.

Feel free to contact myself if there are any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Valeriano F. Martin".

Valeriano F. Martin  
Captain  
Fire Prevention Bureau

CHARMAINE TAVARES  
Mayor



TAMARA HORCAJO  
Director

ZACHARY Z. HIFLM  
Deputy Director

(808) 270-7230  
Fax (808) 270-7934

**DEPARTMENT OF PARKS & RECREATION**  
700 Hali'a Nalae Street, Unit 2, Wailuku, Hawaii 96793

**MEMORANDUM**

April 23, 2007

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COUNTY OF MAUI  
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07 APR 25 P 2:29

**MEMO TO:** Dan B. Shupack, Staff Planner

**FROM:**  Tamara Horcajo, Director

**SUBJECT:** North Shore Greenway, Phase III, Paia Parks Bikeway  
TMK (2) 2-5-005:017, 046, 047 (por)  
SM1 2006/0032  
DEA 2006/0032

Thank you for the opportunity to review and comment on the Draft Environmental Assessment in support of the application for a Special Management Area Use Permit for the Paia Parks Bikeway: Phase III of The Northshore Greenway.

At this time we have no comment to offer regarding the "figures" included in the Draft EA for the subject North Shore Greenway, Phase III, Paia Parks Bikeway. We would, however, ask to be included in the review process of the construction drawings, in the vicinity of Baldwin Beach Park, as they are developed.

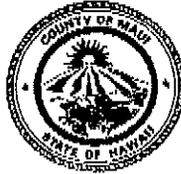
Should you have any questions, or need of additional information or comment, please call me, or Patrick Matsui, Chief of Parks Planning & Development at extension 7387.

c: Patrick Matsui, Chief of Parks Planning & Development

CHARMAINE TAVARES  
Mayor

JEFFREY S. HUNT  
Director

COLLEEN M. BUYAMA  
Deputy Director



COUNTY OF MAUI  
**DEPARTMENT OF PLANNING**

**FACSIMILE TRANSMISSION COVER SHEET**

**DATE:** APRIL 26, 2007

**TO:** Jason Medema, Chris Hart & Partners, Inc.

**TELEPHONE NO.:** 242-1955      **FACSIMILE NO.:** 242-1956

**FROM:** Dan Shupack, Staff Planner

**NO. OF PAGES (INCLUDING COVER SHEET):** 2

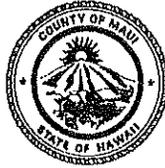
**REMARKS OR SPECIAL INSTRUCTIONS:** Latest agency response(s) re:  
Proposed North Shore Greenway, Phase III – Pala Parks Bikeway (SM1  
2006/0032)

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[planning@mauicounty.gov](mailto:planning@mauicounty.gov)

CHARMAINE TAVARES  
Mayor  
JEFFREY S. HUNT  
Director  
COLLEEN M. SUYAMA  
Deputy Director



COUNTY OF MAUI  
**DEPARTMENT OF PLANNING**

January 19, 2007

RECEIVED  
JAN 24 2007  
CHRIS HART & PARTNERS  
Landscape Architecture, Inc.  
cc: Matt 04/02/07

Mr. Matthew Slepín  
Chris Hart & Partners, Inc.  
1955 Main Street, Suite 200  
Wailuku, Hawaii 96793

Dear Mr. Slepín:

RE: Draft Environmental Assessment for the Proposed Phase III of the North Shore Greenway Project ("Paia Parks Bikeway"), located at TMK(s): 2-5-005:017, 046, and 047, Paia, Island of Maui, Hawaii (EAC 2006/0032) (SM1 2006/0032)

The Maui Planning Department (Department) has reviewed the Draft Environmental Assessment (EA) for the proposed construction of a 12-foot wide, .66-mile long pedestrian/bicycle path, running from Puna Road in Paia to H.A. Baldwin Beach Park.

The Department provides the following comments on the Draft EA document:

1. In section III.E.2, provide greater detail of how the proposed bikeway conforms with the Upcountry Greenway Master Plan of 2004.
2. Provide details of the landscaping (grass type, area to be landscaped, irrigation, etc.). Who will be responsible for maintaining the landscaping during its 6-12 month establishment period and beyond?

Thank you for the opportunity to comment. Should you require further clarification, please contact Mr. Dan Shupack, Staff Planner, of this office by email at [dan.shupack@co.maui.hi.us](mailto:dan.shupack@co.maui.hi.us) or by telephone at 270-5517.

Sincerely,

JEFFREY S. HUNT, AICP  
Planning Director

Mr. Matthew Slepín  
January 19, 2007  
Page 2

MWF:DBS:sls

c: Colleen M. Suyama, Deputy Planning Director  
Clayton I. Yoshida, AICP, Planning Program Administrator  
Dan B. Shupack, Staff Planner  
General File  
K:\WP\_DOCS\PLANNING\SM112006\0032\_NShoreGreenwayPhII\_PalaParksBikeway\DEA\_DeptComments.wpd



July 12, 2007

Mr. Jeffrey Hunt  
Planning Director  
County of Maui Department of Planning  
250 S. High Street  
Wailuku, Hawaii 96793

**SUBJECT:** HRS 343 Draft Environmental Assessment for the proposed Phase III of the North Shore Greenway Project ("Pa'ia Parks Bikeway"), located at TMK(s) No: (2) 2-5-005:017, 046 and 047, Pa'ia, Maui, Hawaii.

Dear Mr. Hunt:

Thank you for your January 19, 2007 letter providing comments on the Draft Environmental Assessment (EA) for the above-referenced project. We are pleased to address your comments as follows:

1. **Conformity with the Upcountry Greenway Master Plan.** The 2004 Upcountry Greenway Master Plan, an envisioning document for long-term planning purposes, states as a County and Community Planning goal:

"an integrated system of non-motorized transportation and recreation multi use routes, trails and paths, which respect the rights of private property owners and utility service companies, and which are compatible with existing and future land uses in the region."

The proposed bikeway implements this goal. A more detailed discussion of how the proposed project conforms with and furthers the goals and objectives of the Upcountry Greenway Master Plan will be included in the final EA.

2. **Landscaping.** All non-paved areas along the bike path will be landscaped with grass. The County of Maui, Department of Public Works typically uses

Mr. Jeffrey Hunt  
July 12, 2007  
Page 2

Bermuda grass (*Cyndon Dactylon*) for such landscaping, in part because of the low maintenance requirements. No irrigation will be required for this project. This is consistent with the Kanaha Park to Kaunoa Senior Center portion of the bikeway, which also uses no irrigation. The contractor shall be responsible for maintenance of the landscaping during the approximately nine (9) month plant establishment period. The County shall take over maintenance thereafter.

Thank you for your consideration of this application. Should you have any questions, please contact myself, or Mr. Jason Medema, Planner, at (808) 242-1955.

Sincerely yours,



Matthew Slep  
Senior Planner

cc. Mr. Joe Krueger, Maui County Department of Public Works and  
Environmental Management  
Mr. Dan Shupack, Planner, Maui County Department of Planning  
Project File

CHARMAINE TAVARES  
MAYOR



JEFFREY K. ENG  
DIRECTOR  
ERIC H. YAMASHIGE, P.E., L.S.  
DEPUTY DIRECTOR

**DEPARTMENT OF WATER SUPPLY**  
**COUNTY OF MAUI**  
200 SOUTH HIGH STREET  
WAILUKU, MAUI, HAWAII 96793-2155  
Telephone (808) 270-7816 • Fax (808) 270-7833

April 24, 2007

Mr. Jeffrey S. Hunt, Director  
Department of Planning  
County of Maui  
250 South High Street  
Wailuku HI 96793

Re: I.D.: SM 2006/0032, EAC 2006/0032  
TMK: 2-5-05:017, 046 & 047 (por)  
Project Name: North Shore Greenway, Phase III: Paia Parks Bikeway

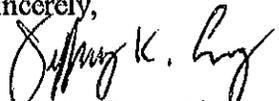
Dear Mr. Hunt:

Thank you for the opportunity to comment on this application.

We note that a copy of our comment letter to this project of September 27, 2006 is included in the application material. We note that the applicant proposes to use non-potable water for dust control during construction. The Department 8-inch water line runs along the North side of Hana Highway. In construction of the bikeway, we ask that whenever applicable our existing water valve covers are adjusted to match the bikeways' final grade.

Should you have any questions, please contact our Water Resources and Planning Division at 244-8550.

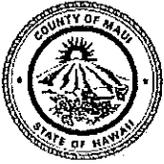
Sincerely,

  
Jeffrey K. Eng, Director  
emb

c: engineering

C:\Documents and Settings\County Employee\Local Settings\Temp\North Shore Greenway Ph III SM EAC.wpd

*By Water All Things Find Life*



**POLICE DEPARTMENT**  
COUNTY OF MAUI



CHARMAINE TAVARES  
MAYOR

55 MAHALANI STREET  
WAILUKU, HAWAII 96793  
(808) 244-6400  
FAX (808) 244-6411

THOMAS M. PHILLIPS  
CHIEF OF POLICE

OUR REFERENCE  
tj  
YOUR REFERENCE

GARY A. YABUTA  
DEPUTY CHIEF OF POLICE

April 20, 2007

**MEMORANDUM**

TO : JEFF S. HUNT, PLANNING DIRECTOR

FROM : THOMAS M. PHILLIPS, CHIEF OF POLICE

SUBJECT : I.D. : SM1 2006/0032, EAC 2006/0032  
TMK : (2) 2-5-005:017, 046, 047 (por.)  
Project  
Name : North Shore Greenway, Phase III: Paia Parks  
Bikeway  
Applicant : County of Maui, Department of Public Works

       No recommendation or comment to offer.

  x   Refer to enclosed comments and/or recommendations.

As always, thank you for giving us the opportunity to comment on this project.

Assistant Chief Wayne T. Ribao  
For: THOMAS M. PHILLIPS  
Chief of Police

Enclosure

**TO : THOMAS PHILLIPS, CHIEF OF POLICE, COUNTY OF MAUI**  
**VIA : CHANNELS**  
**FROM : SCOTT Y. MIGITA, ADMINISTRATIVE SERGEANT, WAILUKU PATROL**  
**SUBJECT : MAUI PLANNING COMMISSION-SPECIAL MANAGEMENT AREA PERMIT APPLICATION: PAIA PARKS BIKEWAY, PHASE III OF THE NORTHSHORE GREENWAY PROJECT, PAIA, MAUI; TMK 2-5-5:17, 46, 47**

*ISD MAJOR CONCERN  
AC Wailuku Migita  
04/20/07*

Sir, this transmittal is being submitted in reference to the proposed construction of the Paia Parks Bikeway, Phase III of the Northshore Greenway Project. This proposal involves the construction of a pedestrian/bicycle path on agricultural and undeveloped land in the area of Paia Town. This phase of the proposed path begins at Lower Paia Park and parallels Hana Highway via a separate path, approximately 30 feet away from the highway, which ends at H.A. Baldwin Park. This path will be twelve feet in width and approximately 0.66 miles in length with associated signs and striping. Phase I (Airport Bikeway) and Phase II (Sprecklesville Bikeway) have already been completed. Phase IV (Baldwin Bikeway) is a future project to be located between Phases II and III, with specific routing, however is currently undefined.

In my initial To-From dated 09/25/06, there were two questions presented. The first was the impact on traffic as a result of this pedestrian/bicycle path. According to this SMA, a traffic impact study was not conducted, however since this bikeway will not be open to public vehicular traffic, there should be no significant, adverse impact on the roadway infrastructure. The second question was whether this bikeway runs parallel to Hana Highway. According to this application, this proposed route does not cross Hana Highway and is approximately 30 feet away from the highway.

Regarding the issue of noise characteristics, a potential for a short term impact during the construction phase is anticipated. A restriction of standard working hours is recommended to mitigate noise impacts to area residences. Non construction related impacts would include noise generated by pedestrians and bicycles which is anticipated to be insignificant. In addition, no bikeway lighting will be provided, however if usage of the bikeway is expected during nighttime hours, adequate lighting is recommended.

Submitted for your information and perusal.

Respectfully submitted,

*Scott Migita*

Sgt. Scott Migita, E-1122  
Administrative Sergeant, Wailuku Patrol  
04/20/07 - 0926 hours

*Notus -  
A/C. [Signature]  
4-20-07*



**HOUSE OF REPRESENTATIVES**

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813

**RECEIVED**  
JAN 25 2007  
CHRIS HART & PARTNERS  
Lawyers and Brokers of Hawaii  
CC: MATH 04/1020

January 24, 2007

Joe Kruger  
Dept. of Public Works & Environmental Management  
200 High Street  
Wailuku, HI 96793

Dear Mr. Kruger,

I am writing regarding the proposed construction of Phase III of Northshore Greenway Project ("Pa'ia Parks Bikeway").

The proposed Phase three will involve the construction of a dedicated pedestrian/bicycle path along Hana Highway. I suggest that instead of Phase three going along Hana Highway it would continue along the Makai Coastal trail. This would not only be less costly to the County of Maui but would also be a much more enjoyable and healthy pathway.

Thank you in advance for your help and consideration.

With warmest aloha,

Joe Bertram III  
State Representative  
District 11-Kihei, Makena, Wailea

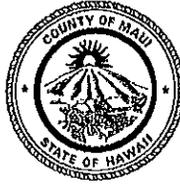
C: Chris Hart & Partners

CHARMAINE TAVARES  
Mayor

MILTON M. ARAKAWA, A.I.C.P.  
Director

MICHAEL M. MIYAMOTO  
Deputy Director

Telephone: (808) 270-7745  
Fax: (808) 270-7975



COUNTY OF MAUI  
DEPARTMENT OF PUBLIC WORKS  
AND ENVIRONMENTAL MANAGEMENT  
ENGINEERING DIVISION  
200 SOUTH HIGH STREET  
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.  
Development Services  
Administration

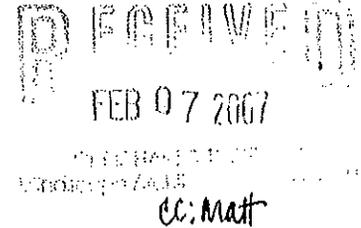
DAVID TAYLOR, P.E.  
Wastewater Reclamation Division

CARY YAMASHITA, P.E.  
Engineering Division

BRIAN HASHIRO, P.E.  
Highways Division

TRACY TAKAMINE, P.E.  
Solid Waste Division

January 26, 2007



The Honorable Joe Bertram, III  
House of Representatives  
Hawaii State Capitol, Room 311  
415 South Beretania Street  
Honolulu, HI 96813

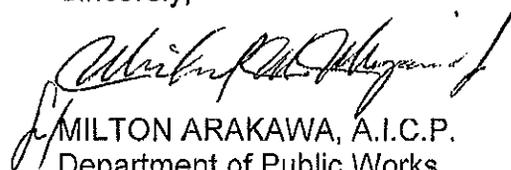
SUBJECT: BALDWIN PARK BIKEWAY - MAKAI COASTAL TRAIL

Dear Representative Bertram:

Thank you for your recommendation of continuing the bike path along the Makai Coastal Trail and not along Hana Highway. Although a very good idea, many concerns regarding burials, sand dunes, historical sites, land acquisition, and the eroding shoreline still remain. Therefore, we decided to locate the bikepath along the highway since there is enough room for a buffer between Hana Highway and the new bikepath.

If you have any questions, please call Joe Krueger at (808) 270-7745.

Sincerely,

  
MILTON ARAKAWA, A.I.C.P.  
Department of Public Works  
and Environmental Management

CY/JK:c(ED07-053)

S:\ENGVALL\001\Bartram01.wpd

xc: ✓ Matt Slepín, Chris Hart & Partners  
Kirk Tanaka, Tanaka Engineering, Inc.

Facsimile Cover Sheet

**County Council**

County of Maui

200 S. High Street

Wailuku, Maui, Hawaii 96793

**To:** Contact: Matthew M. Slepik

**Company:** Chris Hart and Partners, Inc.  
1955 Main Street  
Wailuku, Hawaii 96793

**Tel #:**

**Fax #:** (808) 242-1956

**From:** Councilmember Michelle Anderson **Company:** Maui County Council

**Tel #:** (808) 270-7108

**Fax #:** (808) 270-7119

**Date:** 4/23/2007

**Pages:** 4 (including cover page)

**Re:**

- Urgent
- As Requested
- Please Reply
- Hard copy to follow

**Notes:**

Comments on the DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED PAIA PARKS BIKEWAY (PHASE III OF THE NORTHSORE GREENWAY) (OCTOBER 2006) by Councilmember Michelle Anderson. Hard copy to follow.

If box is checked, please confirm receipt of this facsimile.

If this transmission has been directed to the wrong office or if part of this facsimile is missing or not clearly received, please call sender.

Council Chair  
G. Riki Hokama

Vice-Chair  
Danny A. Matco

Council Members  
Michelle Anderson  
Gladys C. Baisa  
Jo Anne Johnson  
Bill Kauakea Medeiros  
Michael J. Molina  
Joseph Pontanilla  
Michael P. Victorino



Director of Council Services  
Ken Fukuoka

**COUNTY COUNCIL**  
COUNTY OF MAUI  
200 S. HIGH STREET  
WAILUKU, MAUI, HAWAII 96793  
[www.maui-county.gov/council](http://www.maui-county.gov/council)

April 23, 2007

County of Maui  
Department of Public Works  
And Environmental Management  
Wailuku, Hawaii 96793  
Contact: Joe Krueger

RE: COMMENTS & QUESTIONS ON THE DRAFT ENVIRONMENTAL  
ASSESSMENT (EA) FOR THE PROPOSED PAIA PARKS BIKEWAY  
(PHASE III OF THE NORTHSHORE GREENWAY) (OCTOBER 2006)

Dear Mr. Krueger:

After reviewing the Draft EIS, may I offer the following comments and questions:

According to the Draft EIS (Oct. 2006), at Figure 2:

(Phase 2) The Spreckelsville" section of the Northshore Bikeway is a combination of separated bike "paths" and bike "lanes" within existing roadways. Phase II starts from the Phase I terminus along Spreckelsville Beach Road and extends along private and public roadways, finishing at the end of Pa'ani Place (by the Maui Country Club)." (emphasis added)

And,

(Phase 3) The "Paia Parks Bikeway" section of the Northshore Bikeway begins at Puna Road with a separated bike path along Hana Highway. The bikeway enters H.A. Baldwin Park and terminates within the park. (emphasis added)

However, in the Application for a Special Management Area Permit for Phase II of The Northshore Greenway, dated December 1998, there was a proposed bikeway connecting what are now Phase II and Phase III. Specifically, the Application for SMA Permit for Phase II (Dec. 1998) in relevant part, states:

April 23, 2007

Page 2

At the intersection with Paani Place, both lanes would continue eastward in two designated 5-foot wide bike lanes. Paani Place's current 20-foot width will be widened to 30 feet to accommodate the new bike lanes. The majority of the pavement widening will occur on the makai (north) side of Paani Place. All new sections fall within the County owned right of way (40 feet).

Approaching Maui Country Club, the bikeway will consolidate into a 12-foot wide bi-directional path, and veer northward into undeveloped land within TMK parcel (2) 3-8-1:72 owned by A&B Properties Incorporated. Consisting mainly of dune land soils, routing within this parcel was selected inland and designated to minimize grading and alteration of natural landforms. Closely following the northern border of the Country Club, the route will curve eastward around the Club's caretaker residence, volleyball courts, and tennis courts. Continuing east, the bikeway will travel along a route generally 100 feet north and parallel to the Country Club Golf Course.

Meeting the border of parcel TMK (2) 2-5-5:47, the makai section of H.A. Baldwin Park, the bikeway will cross Kailua Gulch, a dry streambed. The Bikeway will ford the stream at a current earthen crossing containing a metal culvert. Reaching Alawai road within Baldwin park, the bikeway will once again divide into separate 5-foot bike lanes. Alawai Road will be widened up to 5 feet on each shoulder as necessary to accommodate the new lanes.

(Application for SMA Permit for Phase II (Dec. 1998), at page 7)

**Please provide a detailed explanation as to why the proposed bikeway described in the December 1998, Application for SMA Permit for Phase II, is not included in the current Draft EA for the proposed Paia Parks Bikeway (Phase III of the Northshore Greenway)(October 2006).**

**This project has had various amendments made to it over the years, including going from consisting of two phases to the current three phases (between the Dec. 1998 Draft EA and the Feb. 2001 Final EA (Phase II). Accordingly, please provide:**

- (a) A summary of all changes made to the project as originally proposed, including a detailed explanation for each change made; and,**

April 23, 2007  
Page 3

**(b) Detailed description of all approvals, conditions, and mitigation measures that were the result of any prior application processes in this draft EA.**

**Please provide in detail all proposed alternatives and/or measures the applicant will take should a bikeway connecting Phase II and Phase III of the project be required.**

Sincerely,  
  
MICHELLE ANDERSON  
Councilmember

cc:

Chris Hart and Partners, Inc.  
1955 Main Street  
Wailuku, Hawaii 96793  
Contact: Matthew M. Slepín

Genevieve Salmonson  
OEQC  
235 S. Beretania St. #702  
Honolulu, HI 96813



July 10, 2007

Ms. Michelle Anderson  
County Council  
County of Maui  
200 S. High Street  
Wailuku, Hawaii 96793

**SUBJECT:** HRS 343 Draft Environmental Assessment for the proposed Phase III of the North Shore Greenway Project ("Pa'ia Parks Bikeway"), located at TMK(s) No: (2) 2-5-005:017, 046 and 047, Pa'ia, Maui, Hawaii.

Dear Councilmember Anderson:

Thank you for your April 23, 2007 letter providing comments on the Draft Environmental Assessment (EA) for the above-referenced project. We are pleased to address your comments as follows:

- 1. Provide a detailed explanation of why the proposed bikeway described in the December 1998 Application for SMA Permit for Phase II is not included in the current Draft EA for Phase II, dated October 2006.***

When the project was initially conceptualized in the early 1990s, construction of the Northshore Bikeway was to consist of two phases. Phase I, also known as the Airport Bikeway, is a separated pedestrian/cyclist pathway extending from Kanaha Beach Park and traveling makai of Kahului Airport to Spreckelsville Beach Road (Stable Road). Phase I was completed in 1996 and is in use today. Phase II of the Northshore Bikeway, originally termed the "Spreckelsville Bikeway," was envisioned as a dedicated bicycle and pedestrian route extending from Stable Road to Lower Paia Park. Although the 1998 Draft Environmental Assessment addressed all of Phase II as one project, the County's original intent was to reserve the option, as stated in the Draft EA, that the County "may construct the project in phases depending on the availability of funding."

Between the production of the December 1998 Draft Environmental Assessment and the February 2001 Final Environmental Assessment, Phase II of the Northshore Bikeway was officially bifurcated into Phase II, the "Spreckelsville Bikeway" and a separate Phase III, referred to as the "Baldwin Bikeway." The "Spreckelsville Bikeway" was limited to a combination of separated bike paths and bike lanes within existing roadways, beginning at the terminus of the Airport Bikeway at Spreckelsville Beach Road and continuing to

LANDSCAPE ARCHITECTURE  
CITY AND REGIONAL PLANNING

115 N. MARKET STREET • WAILUKU, MAUI, HAWAII 96793-1706 • PHONE 808-242-1955 • FAX: 808-242-1956

the Maui Country Club. The "Baldwin Bikeway" would comprise the remaining section, which was intended to traverse the dune area behind Baldwin Beach, Baldwin Park, and agricultural land near Lower Paia Park, terminating at Lower Paia Park. Phase II, the "Spreckelsville Bikeway," was completed in 2002 and is currently in use (*Please refer to Figure 2 of the EA*).

Private concerns regarding the routing of Phase III, along with concerns on the part of the Burial Council which the Department of Public Works could not mitigate before funding ran out, resulted in the further bifurcation of the "Baldwin Bikeway" later in 2001. The newly created Phase III, the "Paia Parks Bikeway," consists of the section of bikeway extending from Baldwin Beach Park to Lower Paia Park, which is the subject of the EA/SMA application in question. Phase IV is the final section which will extend from the Maui Country Club entrance to Baldwin Beach Park.

In 2004, given still unresolved concerns on the part of the Burial Council about the section from the Maui Country Club to Baldwin Park, a decision was made to move ahead with the section from Baldwin Beach Park to Lower Paia Park as Phase III of the project.

In 2006 the Maui County Council approved funding for the construction of Phase III, which is the section of bikeway extending from Baldwin Beach Park to Lower Paia Park. We note that the subject project, Phase II, is functional as a self-contained path, allowing travel between Paia Town and Baldwin Beach Park off of the State Highway.

2. ***Detailed descriptions of all approvals, conditions, and mitigation measures that were the result of any prior application processes in this draft EA.***

A 1995 Final Environmental Assessment for Phase I, the Airport Bikeway, determined that any impacts resulting from the project would largely be short-term and occur during construction. Mitigation measures were prescribed to address any construction-phase impacts.

The Final EA determined that an Environmental Impact Statement (EIS) would not be necessary because the project would not:

- Involve a loss or destruction of any natural or cultural resources.
- Curtail the range of beneficial uses of the environment.
- Conflict with the State's long term goals or guidelines as expressed in Chapter 344, HRS
- Substantially affect the economic or social welfare of the community or state.
- Substantially affect the public health.
- Involve substantial secondary effects, such as population changes or infrastructure demands.

Ms. Michelle Anderson

July 10, 2007

Page 3

- Contribute to considerable cumulative effects on the environment or involve a commitment to larger actions.
- Substantially affect a rare, threatened or endangered species.
- Detrimentially affect air or water quality or ambient noise levels.
- Affect an environmentally sensitive area such as an erosion prone area, geologically hazardous land, estuary, freshwater area or coastal waters.

The Special Management Area (SMA) permit for Phase I, the Airport Bikeway, was approved by the Maui Planning Commission on January 9, 1996. A copy of the approval letter and conditions is attached for your reference.

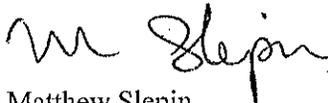
The Special Management Area (SMA) permit for Phase II, the Spreckelsville Bikeway, was approved by the Maui Planning Commission on August 28, 2001. A copy of the approval letter and conditions for this phase of the project is also attached for your reference.

3. *All proposed alternatives and/or measures the applicant will take should a bikeway connecting the phases be required.*

Phase IV has not yet been designed. If and when a bikeway is constructed connecting phases II and III, alternatives and mitigation measures will be developed and evaluated as part of an Environmental Assessment and SMA review process.

Thank you for your consideration of this application. Should you have any questions, please contact myself, or Mr. Jason Medema, Planner, at (808) 242-1955.

Sincerely yours,



Matthew Slepín  
Senior Planner

Attachments

CC: Mr. Joe Krueger, Maui County Department of Public Works and Environmental Management  
Mr. Dan Shupack, Planner, Maui County Department of Planning  
Project File ✓



**COUNTY OF MAUI  
PLANNING DEPARTMENT**  
250 S. HIGH STREET  
WAILUKU, MAUI, HAWAII 96793

January 24, 1996

Mr. Charles Jencks, Director  
Department of Public Works and Waste Management  
200 High Street  
Wailuku, Hawaii 96793

Dear Mr. Jencks:

**Permit I.D. No.: 95/SM1-018  
TMK: 3-8-01:19 & 122  
Project Name: AIRPORT BIKEWAY**

At its regular meeting on January 9, 1996 the Maui County Planning Commission reviewed the above request and after due deliberation, voted to grant approval, subject to the following conditions:

1. That construction of the proposed project shall be initiated by January 31, 1998. Further initiation of construction shall be determined as construction of the proposed improvements. Failure to comply within this two(2)-year period will automatically terminate this Special Management Area Use Permit unless a time extension is requested no later than ninety (90) days prior to the expiration of said two(2)-year period.
2. That the construction of the project shall be completed within five (5) years after the date of its initiation. Failure to complete construction of this project will automatically terminate the subject Special Management Area Use Permit.
3. That final construction shall be in accordance with preliminary plans dated September 22, 1995.
4. That the bridge, which will span the wetland area, should be designed to accommodate a fire engine.
5. That the State Department of Transportation, Airports Division, shall review and approve the construction plans for the bridge.

Mr. Charles Jencks, Director  
January 24, 1996  
Page 2

6. That the connection between Alahao Street and Old Stable Road should be made available for vehicular traffic for emergencies only.
7. That the Department of Land and Natural Resources shall review the final construction and grading plans.
8. That if cutting or excavation is to occur in the area of the recorded historic site 50-50-04-2849, an archaeological monitor shall be present.
9. That appropriate measures shall be taken during construction to mitigate the short-term impacts of the project relative to soil erosion from wind and water, ambient noise levels, and traffic disruptions.
10. That construction activities must comply with provisions of Chapter 11-60.1, Hawaii Administrative Rules, §11-60,1-33 on Fugitive Dust.
11. That the Petitioner shall use proper planning, design, and use of erosion control measures and the best management practices that will substantially reduce the total volume of run-off and erosion from draining into the Maui coastal waters.
12. That nonpotable water shall be used in grading and construction work.
13. That the conditions of this Special Management Area Use Permit shall be self-enforcing and accordingly, upon due notice by the Planning Department to the permit holder and the Maui Planning Commission that there is prima facie evidence that a breach has occurred, the permit shall be automatically suspended pending a hearing on the continuity of such Special Management Area Use Permit, provided that a written request for such a hearing is filed with the Planning Department within ten (10) days of the date of receipt of such notice of alleged breach. If no request for hearing is filed within said ten (10) day period, the Maui Planning Commission may revoke said Special Management Area Use Permit.
14. That the Petitioner shall submit to the Planning Department a detailed report addressing its compliance with the conditions established with the subject Special Management Area Use Permit. A preliminary report approved by the Planning Department shall be submitted with the grading permit application. A final report shall be submitted to the Planning Department within thirty (30) days after completion of the construction of the improvements for final review and approval.

Mr. Charles Jencks, Director  
January 24, 1996  
Page 3

Enclosed for your information is a copy of the Department's Report and Recommendation Memorandum dated January 9, 1996.

Thank you for your cooperation. If additional clarification is required, please contact Mr. Don Schneider, of my office.

Very truly yours,



*for* DAVID W. BLANE  
Planning Director

DWB:DS:osy

Enclosures

xc: Gwen Ohashi Hiraga, Deputy Planning Director  
Colleen Suyama, Planning Program Manager, Land Use Management Division  
Don Schneider, Staff Planner  
CZM File (w/Enclosures)  
Project File  
(3)  
LUCA (3)

August 28, 2001

Mr. Rory Frampton, Project Manager  
Chris Hart & Partners  
1955 Main Street, Suite 200  
Wailuku, Hawaii 96793

Dear Mr. Frampton:

RE: Special Management Area Use Permit For the Construction of Phase II of the Northshore Greenway - the Spreckelsville Bikeway - a Dedicated Bicycle/Pedestrian Route Located Within Spreckelsville, on Approximately One Lineal Mile of Land At Maui Tax Map Keys 3-8-001:003,008, 071, 122 in the District of Wailuku, Island of Maui, Hawaii (SM1 980025)

At its regular meeting on August 28, 2001, the Maui Planning Commission reviewed the above request and, after due deliberation, voted to grant approval subject to the following conditions:

STANDARD CONDITIONS

1. That construction of the proposed project shall be initiated by August 31, 2003. Initiation of construction shall be determined as construction of offsite improvements, issuance of a construction permit, issuance of a grading permit, issuance of a building permit and initiation of building construction, or issuance of a permit to Perform work within the County Road right-of-way, whichever occurs first. Failure to comply within this two (2) year period will automatically terminate this Special Management Area Use Permit unless a time extension is requested no later than ninety (90) days prior to the expiration of said two (2) year period. The Planning Director shall review and approve a time extension request but may forward said request to the Planning Commission for review and approval.

2. That the construction of the project shall be completed within five (5) years after the date of its initiation. Failure to complete construction of this project will automatically terminate the subject Special Management Area Use Permit. A time extension shall be requested no later than ninety (90) days prior to the completion deadline. The Planning Director shall review and approve a time-extension request

but may forward said request to the Planning Commission for review and approval.

3. The permit holder or any aggrieved person may appeal to the Planning Commission any action taken by the Planning Director on the subject permit no later than ten (10) days from the date the Director's action is reported to the Commission.

4. That appropriate measures shall be taken during construction to mitigate the short term impacts of the project relative to dust and soil erosion from wind and water, ambient noise diagrams levels, and traffic disruptions.

5. That the subject Special Management Area Use Permit shall not be transferred without prior written approval in accordance with §12-202-17(d) of the Special Management Area Rules of the Maui Planning Commission.

6. That full compliance with all applicable governmental requirements shall be rendered.

7. That the Department of Public Works and Waste Management (DPWWM) shall submit to the Planning Department five (5) copies of a detailed report addressing its compliance with the conditions established with the subject Special Management Area Use Permit. A preliminary report shall be reviewed and approved by the Planning Department prior to issuance of the permit to Perform Work within the County road right-of-way or issuance of any construction permits. A final compliance report shall be submitted to the Planning Department for review and approval after construction is completed.

8. That the DPWWM shall develop the property in substantial compliance with the representations made to the Commission in obtaining the Special Management Area Use Permit. Failure to so develop the property may result in the revocation of the permit.

#### PROJECT SPECIFIC CONDITIONS

9. That the applicant shall utilize non-potable water, where possible, for dust control purposes, during all construction activities and shall utilize Best Management Practices (BMPs) designed to minimize infiltration and soil erosion from all construction activities and related vehicle operations in accordance with the recommendations of the Department of Health and Department of Water Supply.

10. That the Applicant shall install appropriate signage and other traffic control devices to minimize any possible hazards at intersections and rights-of-way where motorized traffic abuts the bike route.

11. If applicable, the Applicant shall obtain a Flood Development Permit prior to initiation of construction activities in accordance with Chapter 19.62 of the Maui County Code.

12. That a construction-monitoring plan and mitigation plan shall be submitted to the Department of Land and Natural Resources, State Historic Preservation Division (DLNR-SHPD) for review and approval prior to commencement of any ground disturbing activities. Further, a revised archaeological inventory survey report on the Phase II area, which clearly and acceptably documents the extent of the land alterations including the depth of these disturbances, shall be submitted as soon as possible to the DLNR-SHPD for review and approval. The Applicant shall conduct archaeological monitoring of any ground disturbing activities in the proposed Phase II project area, to determine if substantial habitation deposits or burial sites might be present. Should any sub-surface archaeological or cultural remains be encountered during the monitoring, all work in the immediate vicinity of the find shall cease, and the DLNR-SHPD shall be contacted. Testing should representatively cover the project area where excavation or ground altering disturbances are to occur. If burial sites are found, the applicant shall prepare an acceptable mitigation plan, including, if necessary, a burial treatment plan prepared in consultation with the Maui/Lanai Islands Burial Council. The Applicant shall verify in writing to the County of Maui when the approved construction-monitoring plan and mitigation plan (if applicable) is successfully executed. The findings of the survey should be prepared in an acceptable report format and be submitted to the DLNR-SHPD office for review. At that point, DLNR-SHPD shall evaluate what mitigation measures are needed. A copy of the approved report of the findings of the construction-monitoring plan shall be remitted to the Planning Department to be kept on file. A copy of the approved mitigation plan, if required, shall be remitted to the Planning Department to be kept on file as well.

13. That final construction shall be in accordance with plans dated June 24, 1998, that are part of the Special Management Area Use Permit Application. The subject Spreckelsville Bikeway Route project shall terminate at the intersection of Alakapa Place and Makahiki Street, and plans shall be revised and submitted to reflect this amendment. Final construction shall also be in accordance with revised engineering plans reflecting all amendments, including any amendments to TMK: 3-8-001:008, and shall be submitted to the Planning Department and made a part of the Special Management Area Use Permit Application.

14. That any landscaping or revegetation for this project shall be done with native Hawaiian Plants.

15. That the DPWWM will work with the Department of Housing and Human Concerns, Kaunoa Senior Center, to finalize the bikeway routing through the Kaunoa Senior Center property, TMK: (2) 3-8-001:008.

The conditions of this Special Management Area Use Permit shall be enforced pursuant to §12-202-23 and §12-202-25 of the Special Management Area Rules for the Maui Planning Commission.

Thank you for your cooperation. If additional clarification is required, please

contact Ms. Simone Bosco, Staff Planner, of this office at 270-7735.

Very truly yours,

JOHN E. MIN  
Planning Director

JEM:SB

c: David Goode, Director, Department of Public Works and Waste Management  
Clayton Yoshida, AICP, Deputy Planning Director  
Aaron Shinmoto, Planning Program Administrator (2)  
Simone Bosco, Staff Planner  
Rory Frampton, Planner, Chris Hart & Partners, Inc.  
Robb Cole, Planner, Chris Hart & Partners, Inc.  
DLNR-SHPD  
LUCA (2)  
01/CZM File  
Project File  
General File  
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**COUNTY COUNCIL**  
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WAILUKU, MAUI, HAWAII 96793  
[www.maui-county.gov/council](http://www.maui-county.gov/council)

April 23, 2007

County of Maui  
Department of Public Works  
And Environmental Management  
Wailuku, Hawaii 96793  
Contact: Joe Krueger

RE: COMMENTS & QUESTIONS ON THE DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED PAIA PARKS BIKEWAY (PHASE III OF THE NORTHSHORE GREENWAY) (OCTOBER 2006)

Dear Mr. Krueger:

After reviewing the Draft EIS, may I offer the following comments and questions:

According to the Draft EIS (Oct. 2006), at Figure 2:

(Phase 2) The Spreckelsville” section of the Northshore Bikeway is a combination of separated bike “paths” and bike “lanes” within existing roadways. Phase II starts from the Phase I terminus along Spreckelsville Beach Road and extends along private and public roadways, finishing at the end of Pa’ani Place (by the Maui Country Club).” (emphasis added)

And,

(Phase 3) The “Paia Parks Bikeway” section of the Northshore Bikeway begins at Puna Road with a separated bike path along Hana Highway. The bikeway enters H.A. Baldwin Park and terminates within the park. (emphasis added)

However, in the Application for a Special Management Area Permit for Phase II of The Northshore Greenway, dated December 1998, there was a proposed bikeway connecting what are now Phase II and Phase III. Specifically, the Application for SMA Permit for Phase II (Dec. 1998) in relevant part, states:

April 23, 2007

Page 2

At the intersection with Paani Place, both lanes would continue eastward in two designated 5-foot wide bike lanes. Paani Place's current 20-foot width will be widened to 30 feet to accommodate the new bike lanes. The majority of the pavement widening will occur on the makai (north) side of Paani Place. All new sections fall within the County owned right of way (40 feet).

Approaching Maui Country Club, the bikeway will consolidate into a 12-foot wide bi-directional path, and veer northward into undeveloped land within TMK parcel (2) 3-8-1:72 owned by A&B Properties Incorporated. Consisting mainly of dune land soils, routing within this parcel was selected inland and designated to minimize grading and alteration of natural landforms. Closely following the northern border of the Country Club, the route will curve eastward around the Club's caretaker residence, volleyball courts, and tennis courts. Continuing east, the bikeway will travel along a route generally 100 feet north and parallel to the Country Club Golf Course.

Meeting the border of parcel TMK (2) 2-5-5:47, the makai section of H.A. Baldwin Park, the bikeway will cross Kailua Gulch, a dry streambed. The Bikeway will ford the stream at a current earthen crossing containing a metal culvert. Reaching Alawai road within Baldwin park, the bikeway will once again divide into separate 5-foot bike lanes. Alawai Road will be widened up to 5 feet on each shoulder as necessary to accommodate the new lanes.

(Application for SMA Permit for Phase II (Dec. 1998), at page 7)

**Please provide a detailed explanation as to why the proposed bikeway described in the December 1998, Application for SMA Permit for Phase II, is not included in the current Draft EA for the proposed Paia Parks Bikeway (Phase III of the Northshore Greenway)(October 2006).**

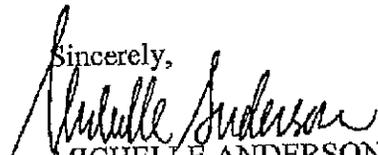
**This project has had various amendments made to it over the years, including going from consisting of two phases to the current three phases (between the Dec. 1998 Draft EA and the Feb. 2001 Final EA (Phase II). Accordingly, please provide:**

- (a) A summary of all changes made to the project as originally proposed, including a detailed explanation for each change made; and,**

April 23, 2007  
Page 3

- (b) Detailed description of all approvals, conditions, and mitigation measures that were the result of any prior application processes in this draft EA.

Please provide in detail all proposed alternatives and/or measures the applicant will take should a bikeway connecting Phase II and Phase III of the project be required.

Sincerely,  
  
MICHELLE ANDERSON  
Councilmember

cc:

Chris Hart and Partners, Inc.  
1955 Main Street  
Wailuku, Hawaii 96793  
Contact: Matthew M. Slepian

Genevieve Salmonson  
OEQC  
235 S. Beretania St. #702  
Honolulu, HI 96813

**UNIVERSITY OF HAWAII**

Sea Grant College Program  
School of Ocean and Earth Science and Technology

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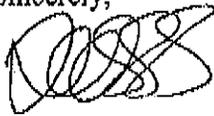
Dan Shupack  
Maui Planning Department  
250 S. High Street  
Wailuku, HI, 96793

Dear Mr. Shupack,

**Re: Draft Environmental Assessment for the Paia Parks Bikeway: Phase III of the Northshore Greenway**

Thank you for the opportunity to comment on this application. The proposed phase III of the bikeway will have no direct negative impacts on coastal processes or shoreline resources. I have no further comments at this time.

Sincerely,



Zoe Norcross-Nu'u  
Sea Grant Coastal Processes Extension Agent