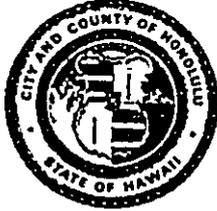


DEPARTMENT OF PUBLIC WORKS  
**CITY AND COUNTY OF HONOLULU**  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

FRANK F. FASI  
MAYOR



RECEIVED

SAM CALLEJO  
DIRECTOR AND CHIEF ENGINEER

'91 OCT -4 AM 5:4

IN REPLY REFER TO:  
91-11-0255

September 30, 1991

OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

Mr. Brian J. J. Choy, Director  
Office of Environmental Quality Control  
220 South King Street, 4th Floor  
Honolulu, Hawaii 96813

Dear Mr. Choy:

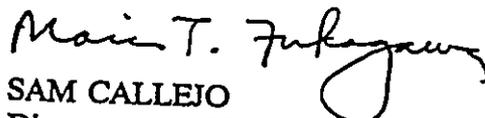
Subject: Notice of Negative Declaration for the Niu Stream Maintenance Ramps at Velocity Drops, Honolulu, Oahu, Hawaii, Tax Map Key: 3-7-7: 056

The Department of Public Works has reviewed the environmental assessment for the Niu Stream Maintenance Ramps at Velocity Drops, and has determined that the project will not have any significant impacts on the environment. Based on our determination, we are filing a Notice of Negative Declaration for this project.

Enclosed are four (4) copies of the Notice of Negative Declaration.

Please contact Jolie Nishikawa at 523-4041 with any questions you may have in regard to this matter. Thank you.

Very truly yours,

*for*   
SAM CALLEJO  
Director and Chief Engineer

Encl.

1991-10-23-0A-~~FEA~~

# FILE COPY

DEPARTMENT OF PUBLIC WORKS  
CITY AND COUNTY OF HONOLULU

NOTICE OF NEGATIVE DECLARATION  
FOR THE  
\* NTU STREAM MAINTENANCE RAMP  
AT VELOCITY DROPS \*  
HONOLULU, OAHU, HAWAII  
TAX MAP KEY: 3-7-7: 056

This document is prepared pursuant to Chapter 343, HRS.

PROPOSING AGENCY: DEPARTMENT OF PUBLIC WORKS  
CITY AND COUNTY OF HONOLULU  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

RESPONSIBLE OFFICIAL:

*C. Michael Street*  
SAM CALLEJO  
Director and Chief Engineer

*10/2/91*  
DATE

PREPARED BY  
DIVISION OF ENGINEERING  
DEPARTMENT OF PUBLIC WORKS

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I. *DESCRIPTION OF PROPOSED ACTION AND STATEMENT OF OBJECTIVE*

The proposed project involves the construction of reinforced concrete maintenance ramps at thirteen velocity drops in the West Fork of Niu Stream (see Appendix B - Site Map).

No vehicular access along the length of the stream invert is presently available.

The proposed project will provide permanent concrete access ramps at each velocity drop to facilitate stream maintenance operations.

II. *DESCRIPTION OF THE AFFECTED ENVIRONMENT*

The proposed project is located in Honolulu, Oahu, Hawaii (TMK: 3-7-07: 056) in Niu Valley. The project area is approximately 9 miles from the State Capitol in Honolulu (see Appendix A - Location Map). The project area is zoned residential and there are homes along the channel near the project site.

The average annual rainfall in this area is 23 inches per year. The average temperature varies from 72.6 degrees to 81.0 degrees.

Niu Stream is an improved intermittent stream. The stream invert is most often dry, but during the rainy season, it provides a water habitat for aquatic species such as small freshwater fish, tadpoles, and insect and mosquito larvae. There is no vegetation in the stream near the project site.

Wildlife in the project area consists of the usual common birds found in built-up areas of Honolulu, and no rare or endangered species are known to frequent the lands adjacent to the proposed project.

There are no known archaeological or historical sites in the immediate project area. A search of the Hawaii Register of Historic Places indicates that the closest historical site is the Makaniolu Shelter (Identification No. 80-15-02) located approximately 5,900 feet east of the project site.

III. *AGENCIES CONSULTED IN MAKING THIS ASSESSMENT*

Copies of this environmental assessment will be sent to the following agencies for review:

A. City and County of Honolulu

1. Department of General Planning
2. Department of Land Utilization

- B. State of Hawaii
  - 1. Department of Land and Natural Resources
  - 2. Department of Health
  - 3. Office of State Planning
- C. U.S. Government
  - 1. Department of Interior, Fish and Wildlife Service
  - 2. Department of the Army, Corps of Engineers
- D. Other
  - 1. Kuliouou/Kalani Iki Neighborhood Board No. 2
  - 2. The Honorable John Henry Felix, Councilmember

Appendix D contains comments on the environmental assessment. After two months of review time no comments were received from the Department of the Interior, Fish and Wildlife Service and the Councilmember John Henry Felix. The Department of Land and Natural Resources responded by telephone on September 24, 1991. The department had no comments on the environmental assessment and did not require an EIS.

IV. *GENERAL DESCRIPTION OF THE PROJECT'S TECHNICAL, ECONOMIC, SOCIAL AND ENVIRONMENTAL CHARACTERISTICS*

The construction of the maintenance ramp will entail the excavation of material from the existing velocity drops to provide a 12% ramp slope, construction of concrete retaining walls and ramp slab (see Appendix C - Plan). Each ramp will be approximately 30 feet in length.

No adverse hydraulic effects are expected to result from the construction of the new maintenance ramp because the cross-section of the stream will not be reduced.

The project has an estimated construction cost of \$200,000. It is anticipated that construction will begin in the summer of 1992 and will take approximately 90 calendar days to complete. Capital Improvement Program funds will be utilized for the project.

The project will not require the displacement or relocation of any people.

A stream channel alteration permit for the construction of the maintenance ramp will be obtained from the State Department of Land and Natural Resources.

The project is covered under a Corps of Engineers Nationwide Permit.

V. **IDENTIFICATION AND SUMMARY OF MAJOR IMPACTS AND PROPOSED MITIGATION MEASURES**

The environmental impact of the proposed project will be limited to the construction phase and may include the following temporary, unavoidable, adverse environmental effects:

- A. **Dust and Noise Emission:** The discharge of dust into the atmosphere may occur during the construction period. This is, however, only a short-term effect on the environment. Dust will be reduced and controlled through the application of water and/or other appropriate methods. The specifications will contain provisions that will require the Contractor to prevent dust nuisance at all times and have sufficient equipment and manpower at the job site to accomplish this.

Noise will be generated by construction equipment such as backhoes and trucks. The increase in noise level by construction equipment cannot be avoided, but will be controlled and limited to normal working daylight hours. The Contractor will be required to obtain a Community Noise Permit pursuant to Chapter 43 of the State Public Health Regulations and shall comply with the provisions of Chapter 42, Vehicular Noise Control for Oahu. Individuals that may be adversely affected by the construction noises will be residents of the surrounding community. The sound level from equipment noise has been estimated for locations at various distances from the work area. The results may be summarized as follows:

	<u>Location</u>	<u>Distance from Project</u>	<u>Sound Level dBa</u>
1.	Nearest residence	50 feet	91 dB
2.	Nearest church	2,800 feet	56 dB
3.	Nearest school	400 feet	73 dB
4.	Nearest medical center	5,000+ feet	51 dB
5.	Nearest playground	400 feet	73 dB
6.	Nearest library	5,000 feet	51 dB

- B. **Water Pollution:** Construction will be scheduled during the dry season (summer months) and provisions will be made to divert or transfer water around the work area. This may be accomplished through the use of diversion ditches, pumps, sandbags, etc. This will minimize erosion and sedimentation during construction activities.

The Contractor will be required to properly dispose of wash and dust control water and to take other precautionary actions during the course of construction operations to preclude the discharge of petrochemical products from construction equipment into the stream.

Proper construction methods will be used to minimize disturbance to the stream bed, and prevent the entrance of debris and other deleterious materials into the water.

- C. **Archaeological Deposits:** Since the construction involves cutting back the stream bank in an unimproved stream, the possibility that archaeological deposits may be impacted has been recognized. The specifications will require the Contractor to contact the Historic Sites Section of the Department of Land and Natural Resources in the event that such deposits are encountered.
- D. **Disturbance to Marine Life:** Since construction will occur in the summer (low flow months) the fish and wildlife usage of the stream will be limited and the impact is not considered to be significantly adverse.

#### VI. *ALTERNATIVES CONSIDERED*

The following courses of action were considered: (1) no action, (2) a permanent maintenance ramp at another location, and (3) the proposed project.

**Alternative 1:** If no action is taken, it will be difficult to perform maintenance work in the stream due to lack of vehicular access downstream of Kamehameha Highway.

**Alternative 2:** Completion of the proposed project will enable maintenance personnel to more effectively maintain the channel using vehicles and motorized equipment. As a result, maintenance work may be done at a comparatively lower cost utilizing in-house forces.

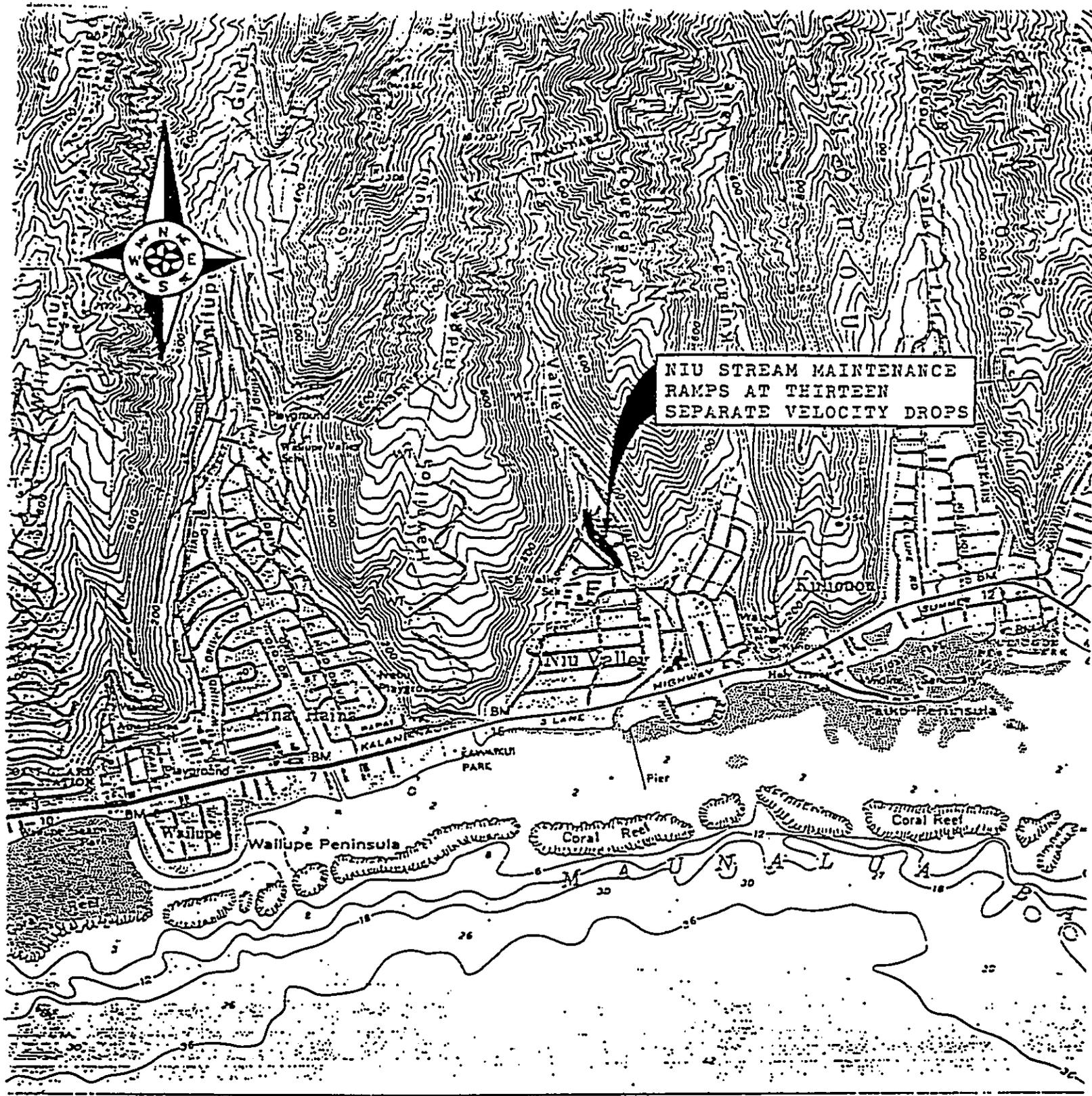
#### VII. *DETERMINATION*

After preparing an environmental assessment, we have determined that the proposed project will not have a significant impact on the environment, and an environmental impact statement will not be prepared.

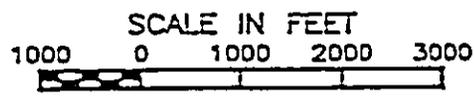
VIII. *REASONS FOR SUPPORTING DETERMINATION*

Based on the criteria, the policies, guidelines, and provisions of Chapters 342, 343, and 344, HRS, the reason supporting the Negative Declaration determination is that the proposed project will not:

- affect rare or endangered species of flora or fauna.
- affect any natural or cultural resources.
- affect undeveloped lands.
- conflict with existing land use and development plans.
- have significant long term effect on air quality, water quality or ambient noise levels.
- displace any residences or businesses.
- be located in close proximity to any known natural, historic, or archaeological sites.

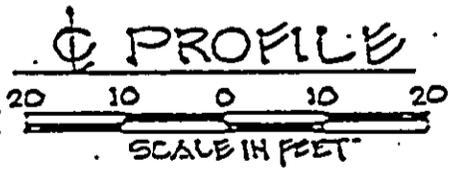
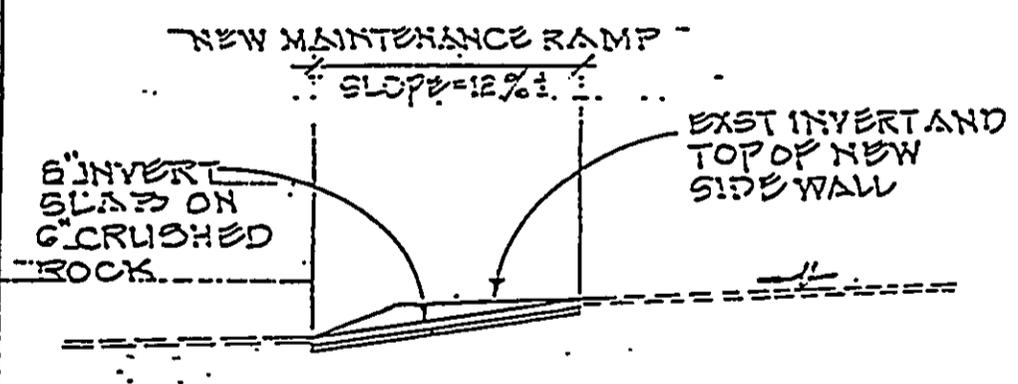
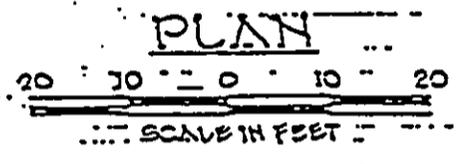
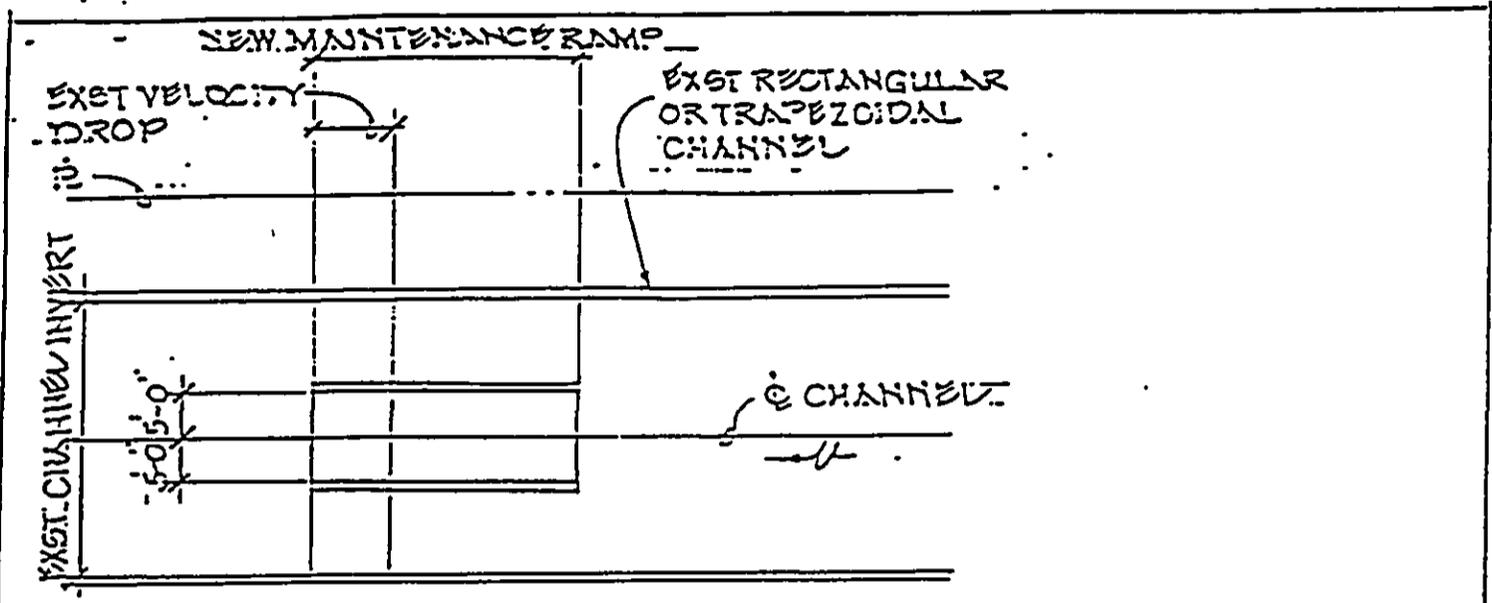


APPENDIX A  
LOCATION MAP





DOCUMENT CAPTURED AS RECEIVED



APPENDIX C  
TYPICAL SECTION

APPENDIX D  
COMMENTS

DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU 91-3380  
RECEIVED  
DIV. OF ENGINEERING  
AUG 27 3 18 PM '91  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813  
AUG 21 10 55 AM '91

FRANK F. FASI  
MAYOR



*Benjamin B. Lee*  
BENJAMIN B. LEE  
CHIEF PLANNING OFFICER  
ROLAND D. LIBBY, JR.  
DEPUTY CHIEF PLANNING OFFICER

ET

August 22, 1991

MEMORANDUM

*Sam*  
TO: SAM CALLEJO, DIRECTOR AND CHIEF ENGINEER  
DEPARTMENT OF PUBLIC WORKS  
FROM: BENJAMIN B. LEE, CHIEF PLANNING OFFICER  
DEPARTMENT OF GENERAL PLANNING  
SUBJECT: ENVIRONMENTAL ASSESSMENTS FOR STREAM MAINTENANCE  
RAMPS FOR KAMOOALII, KANEOHE, KEAAHALA, MANOA-PALOLO  
AND NIU STREAMS, OAHU, HAWAII

This is in response to your letters of July 31, 1991 requesting comment on the Environmental Assessments for stream maintenance ramps along:

- Kamooalii Stream Maintenance Ramp near the end of Apuakea Street
- Kaneohe Stream Maintenance Ramp at Kamehameha Highway
- Keaahala Stream Maintenance Ramp at Kamehameha Highway
- Manoa-Palolo Stream Maintenance Ramp at Koali Road
- Niu Stream Maintenance Ramp Velocity Drops

The anticipated impacts of each of the proposed actions, based on their respective environmental assessments (EA) are not significant enough to warrant preparation of an Environmental Impact Statement (EIS) as determined by the criteria of Section 11-200-12 of the EIS Rules. We, therefore, concur with your determination of a negative declaration for these projects.

Sam Callejo  
August 22, 1991  
Page 2

We suggest, however, that these projects include landscaping, such as hedges or vines, to soften the appearance of chain link fencing surrounding the improvements where they occur within residential or high visibility areas. In addition, the use of black-painted chain link fabric is also recommended to increase transparency of the fencing.

Thank you for the opportunity to comment on these EA's. Should you have any questions, please contact Eugene Takahashi at 527-6022.

  
BENJAMIN B. LEE  
Chief Planning Officer

BBL:ft

DEPARTMENT OF LAND UTILIZATION  
CITY AND COUNTY OF HONOLULU

91-3122

830 SOUTH KING STREET  
HONOLULU, HAWAII 96813 • (808) 533-6432

OFFICE  
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AUG 9 11 29 AM '91

*Eng*

FRANK F. FASI  
MAYOR



DONALD A. CLEGG  
DIRECTOR

LORETTA K. C. CHEE  
DEPUTY DIRECTOR

LU 8/91-6424 (DJK)  
LU 8/91-6425  
LU 8/91-6426  
LU 8/91-6427

August 8, 1991

TO: SAM CALLEJO, DIRECTOR AND CHIEF ENGINEER  
DEPARTMENT PUBLIC WORKS

FROM: DONALD A. CLEGG, DIRECTOR

SUBJECT: SPECIAL MANAGEMENT AREA REVIEW

Tax Map Keys : 3-7-7: 56, 4-5-15: 21, 4-5-18, 4-5-40  
Type of Projects : Niu Stream Maintenance Ramps,  
Keahala Stream Maintenance Ramp,  
Kaneohe Stream Maintenance Ramp, and  
the Kamooalii Stream Maintenance Ramp

The proposed projects on the referenced tax map keys have been reviewed. We find that they:

- [X] Are not within the Special Management Area.
- [ ] Are within the Special Management Area, but are not defined as "development" and are therefore, exempt (Exemption No. \_\_\_\_).

Should you have any questions, please contact the Environmental Affairs Branch at 523-4077.

*for* *Arthur Callejo*  
DONALD A. CLEGG  
Director of Land Utilization

DAC:dk

JOHN WAIHEE  
GOVERNOR OF HAWAII

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SEP 20 2 22 PM '91



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

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SEP 19 2 24 PM '91

91-3717  
JOHN C. LEWIN, M.D.  
DIRECTOR OF HEALTH

TO \_\_\_\_\_ *410 DIR/DEPT*

*Eng*  
In reply, please refer to:  
File: EMD/CWB

September 9, 1991

Ref Nos. 91-3-276X  
91-3-278X  
91-3-279X  
91-3-280X  
91-3-281X

C0903WW

Mr. Sam Callejo  
Director and Chief Engineer  
Department of Public Works  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Callejo:

Subject: City and County of Honolulu/Department of Public Works  
Environmental Assessments for Maintenance Ramps at:  
Kamooalii Stream (near end of Apuakea Street), Kaneohe, Oahu (TMK: 4-5-40)  
Kaneohe Stream (at Kamehameha Highway), Kaneohe, Oahu (TMK: 4-5-18)  
Kealahala Stream (at Kamehameha Highway), Kaneohe, Oahu (TMK: 4-5-15:021)  
Niu Stream (at Velocity Drops), Honolulu, Oahu (TMK: 3-7-7:056)  
Mauka-Palolo Stream (at Koali Road), Honolulu, Oahu (TMK: 2-8-27)

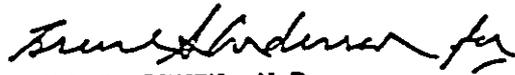
The Department of Health has reviewed the Environmental Assessments transmitted with your letter of July 31, 1991, for the stream maintenance ramps listed above and has the following comments:

1. The City and County of Honolulu should contact the U.S. Army Corps of Engineers (COE) to determine whether Section 404 permits are required for the construction of maintenance ramps in the Kamooalii, Kaneohe, and Mauka-Palolo Streams. In the event that a Section 404 permit is required for any of these projects, please contact the Clean Water Branch of the State Department of Health to apply for a Section 401 Water Quality Certification (WQC).
2. Due to existing stream improvements in the Kealahala and Niu Streams, construction of these maintenance ramps would be authorized under the General Permit by the U.S. Army COE and would not require a Section 401 WQC from the State Department of Health.

Mr. Sam Callejo  
C0903WW  
September 9, 1991  
Page 2

If you have any questions on this matter, please contact Mr. Walter West of the Engineering Section, Clean Water Branch, at 543-8309.

Very truly yours,



JOHN C. LEWIN, M.D.  
Director of Health



**OFFICE OF STATE PLANNING**

Office of the Governor

STATE CAPITOL, HONOLULU, HAWAII 96813 TELEPHONE (808) 548-5893

Ref. No. P-2268

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OFFICE OF PUBLIC WORKS

91-3311

AUG 22 11 32 AM '91

TO \_\_\_\_\_

*Eng*

August 19, 1991

The Honorable Sam Callejo  
Director and Chief Engineer  
Department of Public Works  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

RECEIVED  
DIV. OF ENGINEERING  
AUG 22 2 59 PM '91

Dear Mr. Callejo:

Subject: Environmental Assessments for the Niu Stream Maintenance  
Ramps at Velocity Drops and Manoa-Palolo Stream Maintenance  
Ramp at Koali Road

We have reviewed the Environmental Assessments for the above-referenced projects and have the following comments. A Coastal Zone Management Program objective is to protect coastal ecosystems from disruption and minimize adverse impacts on all coastal ecosystems. We are concerned that the construction of the maintenance ramps at velocity drops within the streams may have adverse impacts on the water quality of the nearshore coastal waters. The assessment does not adequately describe the methods the contractors will be using to prevent pollution of the nearshore waters. Strong efforts should be made to prevent silt, construction debris, etc., from flowing downstream. The assessment should be expanded to thoroughly discuss additional stream diversion methods and erosion control measures.

Thank you for allowing us the opportunity of reviewing these assessments. If you have any questions, please contact the Coastal Zone Management Program at 548-3961.

Sincerely,

Harold S. Masumoto  
Director

cc: Office of Environmental Quality Control

91-11-0215

August 29, 1991

Mr. Harold S. Masumoto, Director  
Office of State Planning  
Office of the Governor  
State Capitol  
415 South Beretania Street  
Honolulu, Hawaii 96813

Dear Mr. Masumoto:

Subject: Your Letter of August 19, 1991 Regarding the Environmental Assessments for Stream Maintenance Ramps for Niu Stream and Manoa-Palolo Stream Near Koali Road. Ref. No. P-2268

We appreciate your comments and concerns regarding the proposed project. We will take all reasonable precautions to preclude adverse impacts on water quality.

Please contact Jolie Nishikawa at 523-4041 with any further questions or comments you may have.

Very truly yours,

  
SAM CALIEJO  
Director and Chief Engineer

JN:RN:HK:tt



DEPARTMENT OF THE ARMY  
U. S. ARMY ENGINEER DISTRICT, HONOLULU  
FT. SHAFTER, HAWAII 96856-7440

REPLY TO  
ATTENTION OF  
Operations Division

06 AUG 1991

91-3090  
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136

Mr. Sam Callejo  
Director and Chief Engineer  
Department of Public Works  
City and County of Honolulu  
650 S. King Street  
Honolulu, Hawaii 96813

Dear Mr. Callejo:

We have reviewed the Environmental Assessments prepared for the proposed maintenance ramps at Niu Stream (TMK: 3-7-7: 056) in Honolulu and at Kealahala Stream (TMK: 4-5-15: 021) in Kaneohe. The ramps are designed to provide permanent concrete access to the streams to facilitate stream maintenance operations. The streams at the locations for both projects are channelized, non-tidal and intermittent.

Based on this understanding, I have determined that the proposed work is authorized by the Corps Nationwide permit authority in accordance with Federal Regulations at 33 CFR 330.5(a)(26), and no further Corps processing is necessary. Excerpts from the regulations which list the conditions and management practices of this authorization are enclosed for your information and compliance.

In addition to these conditions and management practices, you are advised that:

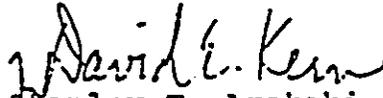
- a. Nationwide permits do not obviate the need to obtain other Federal, state or local authorizations required by law.
- b. Nationwide permits do not grant any property rights or exclusive privileges.
- c. Nationwide permits do not authorize any injury to the property or rights of others.
- d. Nationwide permits do not authorize interference with any existing or proposed Federal project.

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DIV. OF ENGINEERING  
AUG 8 8 19 AM '91

This verification will be valid until the nationwide permit is modified, reissued, or revoked. All the nationwide permits are scheduled to be modified, reissued or revoked prior to January 13, 1992. It is incumbent upon you to remain informed of changes to the nationwide permits. We will issue a public notice announcing the changes when they occur. Furthermore, if you commence or are under contract to commence this activity before the date the nationwide permit is modified or revoked, you will have twelve months from the date of the modification or revocation to complete the activity under the present terms and conditions of this nationwide permit.

File No. NW91-081 and NW91-082 have been assigned to the Niu Stream ramps and to the Kealahala Stream ramp, respectively. Please refer to these numbers in any future correspondence.

Sincerely,

  
Stanley T. Arakaki  
Chief, Operations Division

Enclosure

### CONDITIONS TO NATIONWIDE PERMITS

The following special conditions must be followed in order for the nationwide permits identified in paragraph (a) of this section to be valid:

(1) That any discharge of dredged or fill material will not occur in the proximity of a public water supply intake;

(2) That any discharge of dredged or fill material will not occur in areas of concentrated shellfish production unless the discharge is directly related to a shellfish harvesting activity authorized by paragraph (a)(4) of this section;

(3) That the activity will not jeopardize a threatened or endangered species as identified under the Endangered Species Act (ESA), or destroy or adversely modify the critical habitat of such species. In the case of federal agencies, it is the agencies' responsibility to comply with the requirements of the ESA. If the activity may adversely affect any listed species or critical habitat, the district engineer must initiate Section 7 consultation in accordance with the ESA. In such cases, the district engineer may:

(i) Initiate section 7 consultation and then, upon completion, authorize the activity under the nationwide permit by adding, if appropriate, activity specific conditions, or

(ii) Prior to or concurrent with section 7 consultation he may recommend discretionary authority (see section 330.8) or use modification, suspension, or revocation procedures (see 33 CFR 325.7).

(4) That the activity shall not significantly disrupt the movement of those species of aquatic life indigenous to the waterbody (unless the primary purpose of the fill is to impound water);

(5) That any discharge of dredged or fill material shall consist of suitable material free from toxic pollutants (see section 307 of the Clean Water Act) in toxic amounts;

(6) That any structure or fill authorized shall be properly maintained;

(7) That the activity will not occur in a component of the National Wild and Scenic River System; nor in a river officially designated by Congress as a "study river" for possible inclusion in the system, while the river is in an officially study status;

(8) That the activity shall not cause an unacceptable interference with navigation;

Gene

(9) That, if the activity may adversely affect historic properties which the National Park Service has listed on, or determined eligible for listing on, the National Register of Historic Places, the permittee will notify the district engineer. If the district engineer determines that such historic properties may be adversely affected, he will provide the Advisory Council on Historic Preservation an opportunity to comment on the effects on such historic properties or he will consider modification, suspension, or revocation in accordance with 33 CFR 325.7. Furthermore, that, if the permittee before or during prosecution of the work authorized, encounters a historic property that has not been listed or determine eligible for listing on the National Register, but which may be eligible for listing in the National Register, he shall immediately notify the district engineer;

(10) That the construction or operation of the activity will not impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights;

(11) That in certain states, an individual state water quality certification must be obtained or waived (see § 330.9);

(12) That in certain states, an individual state coastal zone management consistency concurrence must be obtained or waived (see § 330.10);

(13) That the activity will comply with regional conditions which may have been added by the division engineer (see § 330.8(a)); and

(14) That the management practices listed in § 330.6 of this part shall be followed to the maximum extent practicable.

### MANAGEMENT PRACTICES

In addition to the conditions specified in the attached sheet, the following management practices shall be followed, to the maximum extent practicable, in order to minimize the adverse effects of these discharges on the aquatic environment. Failure to comply with these practices may be cause for the district engineer to recommend, or the division engineer to take, discretionary authority to regulate the activity on an individual or regional basis.

(1) Discharges or dredged or fill material into waters of the United States shall be avoided or minimized through the use of other practical alternatives.

(2) Discharges in spawning areas during spawning seasons shall be avoided.

(3) Discharges shall not restrict or impede the movement of aquatic species indigenous to the waters or the passage of normal or expected high flows or cause the relocation of the water (unless the primary purpose of the fill is to impound waters).

(4) If the discharge creates an impoundment of water, adverse impacts on the aquatic system caused by the accelerated passage of water and/or the restriction of its flow shall be minimized.

(5) Discharge in wetlands areas shall be avoided.

(6) Heavy equipment working in wetlands shall be placed on mats.

(7) Discharges into breeding areas for migratory waterfowl shall be avoided.

(8) All temporary fills shall be removed in their entirety.

14-11-11-11

John C. Roberts, M.D.  
Planning & Zoning, N.B.#2, Kuliouou/Kalani Iki  
5366 Manuwa Street  
Honolulu, Hawaii 96821

91-3258

August 19, 1991  
AUG 22 10 03 AM '91

RECEIVED  
DEPT OF P. WORKS  
AUG 19 4 17 PM '91  
TO \_\_\_\_\_  
Re: 91-11-0184

Sam Callejo, Director & Chief Engineer  
Dept. of Public Works, City & County of Honolulu  
650 South King St.  
Honolulu, Hawaii 96813

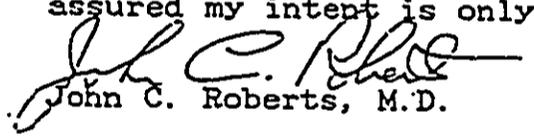
Dear Mr. Callejo:

The request for our comments on the Niu Stream Velocity Drop Ramps project has been routed to me by Bertha Leong, Chair of our Board, and I have looked into the matter. I note that a reply is requested by August 26; this prevents any action of our full board, and this, therefore, is simply my personal comments, based on admittedly incomplete understanding. I have talked with Jolie Nishikawa as suggested. Briefly, I understand that this project is not for access to the concrete culvert, which contains 13 moderately steep inclines not negotiable for trucks and other equipment, but is for construction of less-steep inclines centrally so that vehicles for maintenance can move up and down. My telephone information as yet is that there is no good access for this equipment to the culvert, and that it must be lowered from the bridge at Halemaumau Street, and that this situation will remain. The maintenance referred to is picking up debris that gets into the culvert, as I understand it.

Assuming that decibel levels referred to account for the echoing effect of machinery working through the summer in a concrete conduit such as this, and that lowering machinery such as backhoes and trucks into this culvert is feasible, it is nonetheless hard to feel that the gain is worth the expense of the project and the noise to the community if out of it there remains, in fact, no new access to this culvert: common sense would seem to dictate construction of such an access first, and that, once constructed, adapting the vehicles used to the concrete structure, rather than changing such a structure to suit established vehicles -(if indeed all that is needed is some way to pick up debris)- were more cost effective and sensible.

I raise these questions fully realizing that I may be missing some vital information, but since I cannot contact the personnel concerned again today, and feel it likely this would not get to you by the time requested if I wait longer, I am sending this today to reach you and Mr. Fukagawa by August 26.

Thank you for consulting with us on this matter, and please be assured my intent is only to be constructive. Sincerely,

  
John C. Roberts, M.D.

cc: Bertha Leong, Chair N.B. #2  
Neighborhood Commission, Attn Theresa Kepa  
Roger Goodell

91-11-0212

August 27, 1991

John C. Roberts, M.D.  
Planning and Zoning  
Kuliouou/Kalani Iki Neighborhood Board No. 2  
c/o 5366 Manauwea Street  
Honolulu, Hawaii 96821

Dear Dr. Roberts:

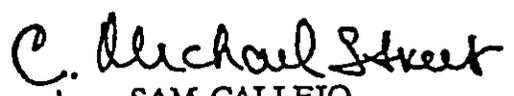
Subject: Your Letter of August 19, 1991 Regarding the Environmental Assessment for  
Niu Stream Velocity Ramps

The construction of an access ramp from Halemaumau Street into Niu Stream would require the purchase of private property and the displacement of residents. For this reason, there are no plans to construct such an access ramp.

The intent of this project is to enhance public safety. The equipment used to remove debris and boulders in the stream cannot be adapted to traverse the velocity drops. Therefore, the ramps at the velocity drops must be constructed in order to facilitate mobility within the channel for routine and emergency situations where the stream must be kept clear to preclude flooding. Trucks, backhoes and other large equipment will not be used in the channel. Only rubber tire loaders (Bobcat) or small, tracked dozers will be used to push debris to the Halemaumau Street bridge for removal.

Please contact Jolie Nishikawa at 523-4041 with any further questions or comments you may have in regard to this matter.

Very truly yours,

  
for SAM CALLEJO  
Director and Chief Engineer

JN:RN:HK:tt

bcc: Road Division