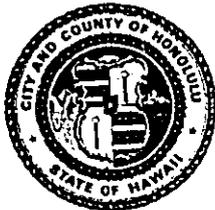


DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

PACIFIC PARK PLAZA
711 KAPIOLANI BOULEVARD, SUITE 1200
HONOLULU, HAWAII 96813

JEREMY HARRIS
~~FRANK F. FASI~~
MAYOR



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JOSEPH M. MAGALDI, JR.
DIRECTOR
AMAR SAPPAL
DEPUTY DIRECTOR

OFFICE OF
QUALITY

October 26, 1994

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

Dear Mr. Choy:

Subject: Negative Declaration for the Proposed Pearl Harbor
Bikepath Extension
Waiawa, Oahu, Hawaii
Tax Map Key: 9-7-16: 1, 9-6-3: 1, 9-4-8: 2 & 24

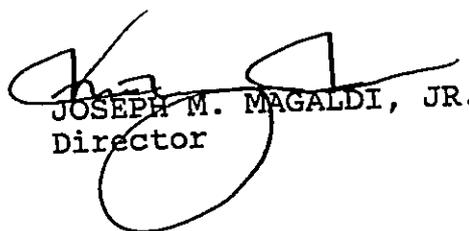
This letter constitutes a notice of determination by this department after the potential impacts of the proposed project had been assessed according to Title II, Chapter 200, Environmental Impact Statement Rules, and Chapter 343 of the Hawaii Revised Statutes relating to the environmental impact statements.

The determination has been made that an environmental impact statement is not required based on the environmental assessment (EA) that was prepared by our consultants, Fukunaga and Associates, Inc.

Based on our determination, we are filing a Negative Declaration for this project. Attached are four copies of the EA and a document for publication form.

Should there be any questions, please call Mark Kikuchi of my staff at 527-5026.

Sincerely,


JOSEPH M. MAGALDI, JR.
Director

Attachments

cc: Fukunaga and Associates, Inc.

1994-11-08-0A-*FEA*- Pearl Harbor
Bikepath Extension

NOV - 8 1994

FINAL
ENVIRONMENTAL ASSESSMENT
FOR THE
PEARL HARBOR BIKEPATH EXTENSION

T.M.K. 9-7-16:1,10; 9-6-3:1; 9-4-8:2,24
Waiawa, Oahu, Hawaii



Jeremy Harris, Mayor

Joseph M. Magaldi, Jr., Director
Amar Sappal, Deputy Director
Department of Transportation Services

Prepared by:

Fukunaga and Associates, Inc.
1388 Kapiolani Boulevard, 2nd Floor
Honolulu, Hawaii 96814

FINAL
ENVIRONMENTAL ASSESSMENT
FOR THE
PEARL HARBOR BIKEPATH EXTENSION

T.M.K. 9-7-16:1,10; 9-6-3:1; 9-4-8:2,24
Waiawa, Oahu, Hawaii

Proposing Agency

Department of Transportation Services
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Submitted Pursuant to Chapter 343, HRS

Responsible Official:


Joseph M. Magaldi, Jr.
Director

Date 10-25-94

Prepared by:

Fukunaga and Associates, Inc.
1388 Kapiolani Boulevard, 2nd Floor
Honolulu, Hawaii 96814

October 27, 1994

TABLE OF CONTENTS

	<u>Page</u>
I. DESCRIPTION OF THE PROPOSED PROJECT	
A. Purpose of Project	1
B. Proposed alignment and Technical Considerations	1
C. Costs	3
D. Schedule	3
II. DESCRIPTION OF ENVIRONMENTAL SETTING	
A. Land Use	3
B. Topography and Soils	5
C. Climate	5
D. Historic or Cultural Sites	5
E. Flora and Fauna	6
F. Wetlands	6
G. Hazard Areas	7
III. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES	
A. Short Term, Construction Related Impacts	
1. Economic	7
2. Air Quality	8
3. Erosion and Water Quality	8
4. Traffic	8
5. Noise	9
6. Biological	9
B. Long Term Impacts	
1. Public Health and Safety	10
2. Decreased Area Privacy	10
3. Socioeconomics	11
IV. ALTERNATIVES TO PROPOSED ACTION	
A. Alternate Bikepath Route	12
B. No Action	12
V. AGENCIES AND PERSONS CONSULTED	12
VI. DETERMINATION	13
VII. FINDINGS AND REASONS SUPPORTING THE DETERMINATION	13
VIII. REFERENCES	14

TABLE OF CONTENTS (cont.)

LIST OF FIGURES

- Figure 1: Vicinity and Location Map
- Figure 2: Land Ownership
- Figure 3: Environmentally Sensitive Areas
- Figure 4: Typical Section - Bridge #10 Improvements

APPENDIX A:

Comments from and Replies to Agencies and Persons
Consulted During the Assessment Process

I. DESCRIPTION OF THE PROPOSED PROJECT

A. Purpose of Project

The Department of Transportation Services (DTS) of the City and County of Honolulu proposes to construct a new bikepath within the former Oahu Railway and Land Company right-of-way, hereinafter referred to as the railroad right-of-way, from Lehua Avenue to Waipio Point Access Road. The bikepath will be an extension of the existing Pearl Harbor Bikepath which begins near the Arizona Memorial and terminates at Lehua Avenue. The proposed extension is consistent with the State's bikeway master plan, dated 1977, and represents the first of two remaining segments required to complete a bikeway extending all the way from Middle Street to West Loch.

B. Proposed Alignment and Technical Considerations

As shown on Figure 1, the proposed bikepath alignment will generally be situated within the railroad right-of-way between Lehua Avenue and Waipio Point Access Road, a distance of approximately 1.5 miles. At present, the 40-foot wide right-of-way serves as a utility corridor which contains buried fuel lines, sewer lines and signal corps cable, in addition to 46 KV electrical subtransmission lines. An unpaved roadway situated at the approximate middle of the right-of-way exists throughout the entire right-of-way alignment, and is used primarily as a service road by the U.S. Navy and various utility companies to inspect and maintain their respective utilities, as well as by the U.S. Fish and Wildlife Service to access a wildlife refuge on Waiawa Peninsula. It is upon this roadway that the proposed bikepath will be situated.

Construction of the bikepath will not preclude vehicles from utilizing the railroad right-of-way, and all presently authorized vehicular uses within the railroad right-of-way will be permitted to continue. Where the existing unpaved road is wide enough to accommodate both the bikepath alignment and an unpaved path for vehicles, the vehicles will be encouraged to remain on the unpaved portion through the use of pavement markings and signage. Where the existing unpaved road width cannot accommodate separate bicycle and vehicular travelways, vehicles will be allowed to merge and commingle with the bicycles upon the paved bikepath surface. It is believed that this shared use of the bikepath can be safely implemented due to the relatively slow speeds involved and the low volume of vehicular traffic anticipated. During periods when there may be no bicycle traffic present, it is expected that vehicles will get on and use the bikepath pavement even in those areas

where adequate unpaved vehicular roadway width is available. This occurrence is considered acceptable.

A portion of the bikepath, from Lehua Avenue to Waiawa Stream, will be located makai of the railroad right-of-way in order to avoid traffic and vehicular hazards caused by a junk yard operation adjacent to the right-of-way in the vicinity of Waiawa Stream. Access to the junkyard from Lehua Avenue is via the present right-of-way road. Accordingly, the bikepath alignment from Lehua Avenue will remain outside of the right-of-way until just prior to crossing Waiawa Stream.

The Waiawa Stream crossing is one of two bridge crossings that the bikepath will encounter. The existing Waiawa Stream bridge, designated Bridge 10 by the Navy, is only traversable by pedestrians, and modifications required to support bicycle traffic (not vehicular) shall be included in the project. Generally, the improvements to Bridge 10 will consist of constructing upon the existing bridge piers longitudinal and transverse steel beams which will support an 8-foot wide wooden decking. Steel railings 4'-6" high will be constructed on each side of the decking. A typical section of the proposed bridge improvements is shown on Figure 4.

The second bridge crossing occurs at Waiawa Springs drainage channel, approximately at the mid-point of the proposed bikepath alignment. Designated Bridge 11, this concrete girder and deck structure can presently support vehicular traffic but will be replaced under a separate project with a "bailey bridge", to be constructed by the Army in association with the Navy. Construction of the new bridge is currently proceeding and when completed, the new bridge, without any anticipated modifications, will serve both vehicular and bicycle traffic.

The proposed profile for the bikepath will as much as possible match the existing roadway profile. Accordingly, no appreciable excavation, except that required for construction of the pavement section, nor embankment is anticipated. The pavement section will consist of full depth asphaltic concrete, 9-1/2 inches thick, eight feet wide. Although intended primarily for bikers and joggers, the pavement section will be designed to support vehicular traffic since intermittent use of the bikepath by the Navy, U.S. Fish and Wildlife personnel, various utility companies and residents who presently rely on the right-of-way road for access, is anticipated. Other improvements to be constructed under the project include guardrails in selected locations where prohibiting encroachment into the bikepath by vehicles is necessary, and miscellaneous pavement markings and signage.

C. Costs

Estimated cost of the project is \$750,000. The project will be funded entirely by the City and no private funds will be used.

D. Schedule

Construction of the project is tentatively scheduled to begin in the first half of 1995. The construction period will be approximately 6 months in duration.

II. DESCRIPTION OF ENVIRONMENTAL SETTING

A. Land Use

The proposed bikepath will traverse across five parcels as indicated on Figure 2. Ownership, state and city land use designations, and zoning of the respective parcels are as follows:

<u>TMK</u>	<u>Owner</u>	<u>Land Use State/City</u>	<u>Zoning</u>
9-7-16:1	U.S.A	Urban/Military- Industrial	F-1
9-7-16:10	U.S.A	Urban/Military	R-5
9-6-3:1	U.S.A	Agricultural/ Agriculture	AG-2
9-4-8:2	Hawaiian Electric Co.	Urban/ Medium Density Apartment	AG-2
9-4-8:24	U.S.A	Agricultural/ Preservation	P-2

A bikepath as a public and/or recreational use structure is permitted within the AG-2 and P-2 zonings. Navy support of the project renders it a permitted use within the F-1 zoning as well.

Easements for various uses within the 40-foot right-of-way have also been granted to the following companies and agencies:

Chevron Hawaiian Refinery - fuel lines
City & County of Honolulu - sewer lines
Oahu Sugar Company - cane haul road
Hawaiian Electric Company - electrical lines
U.S. Army - signal corps cable

In addition to the above, within the railroad right-of-way are also buried Navy fuel lines and an Air Force fuel line crossing. Coordination with and approval from each of these affected parties will be required for this project.

All lands upon which the proposed bikepath will be constructed are presently void of structural improvements. Major uses of areas adjacent to the bikepath alignment include a national wildlife refuge on Waiawa Peninsula makai of the bikepath, small watercress and lotus farms in the low-lying areas between the bikepath and Leeward Community College, and a residential condominium complex, Waterfront Manor, presently under construction and located mauka of the bikepath below Waipahu High School.

Each of these uses is situated outside of the railroad right-of-way and will not conflict with, nor be displaced by any bikepath-related improvements. A possible conflict will occur, however, between the bikepath and a State Department of Transportation (DOT) proposal to construct a ferry terminal adjacent to Pearl Harbor's Middle Loch. As proposed in March 1992, the Waipahu Ferry Terminal would be one of six ferry terminals situated along Oahu's southern coastline to serve a water transit system for Oahu to relieve traffic congestion. The recommended location for the Waipahu Ferry Terminal improvements was to be on and adjacent to property owned by Okada Trucking Co., Ltd., which is currently developing on the property the Waterfront Manor condominium project previously mentioned. According to the proposed terminal layout, pier improvements at the shoreline would extend inland across the railroad right-of-way to the terminal building and parking area improvements. In addition, the recommended vehicular access to the parking area was to be from Waipio Point Access Road via the existing unpaved road, which is the same route the bikepath is to use.

Discussions with DOT personnel during the preparation of this assessment indicated that at the present time, the State has deferred implementing the water transit system indefinitely. According to the DOT, once the ferry program is reactivated, any construction of improvements would not be expected for another several years as terminal sites and land acquisition requirements would need to be re-

evaluated, and funding would need to be obtained. Accordingly, given the uncertainty as to when or even if the ferry system will ever be implemented versus bikepath construction which is scheduled to be completed by the end of 1995, the design of the bikepath will disregard any ferry terminal development proposals. It is believed that should the ferry terminal eventually reach the design stage, incorporating into that design a means of accommodating the bikepath should not be problem.

The entire bikepath alignment is situated within the City's Special Management Area (SMA). Accordingly, SMA permitting requirements are applicable to this project and has prompted the preparation of this environmental assessment. Construction within federal government-owned properties will require obtaining a State of Hawaii Coastal Zone Management Consistency Determination.

B. Topography and Soils

As indicated by the topographic survey for the proposed project, the lands within and abutting the railroad right-of-way are generally flat, with ground elevations at or below 10 feet above sea level. Soils investigations classified area soils as either brown or reddish brown clayey silts and silty clays. This classification is consistent with the USDA Soil Conservation Service's Soil Survey, Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii, which identifies the on-site soils as Pearl Harbor clay.

C. Climate

Average rainfall at the project area is approximately 28 inches. Temperatures range from an average minimum of 62 degrees F to an average maximum of 88 degrees F. Prevailing winds are northeast trades.

D. Historic or Cultural Sites

The railroad right-of-way, and correspondingly, the proposed bikepath alignment skirt the U.S. Naval Base Pearl Harbor National Historic Site boundary. Portions of the railroad right-of-way itself have been designated as a historic site (State Site 50-80-12-9714), and are on the National Register of Historic Places. However, the portion within the project limits is not included in this designation. As directed by the State Historic Preservation Division (HPD), the eligibility of the project portion of the railroad right-of-way for inclusion on the National Register was reviewed in accordance with Section 106 of the National Historic

Preservation Act. Based on this review, which involved consultation with the Navy and the HPD, the City determined that because the project portion of the railroad right-of-way has been subjected to previous land clearing activities, it had no specific significance to merit consideration as a historic site. The HPD concurred with this determination.

The only other historic sites in the vicinity of the project which are registered with the HPD are two ancient fishpond sites situated on either side of the railroad right-of-way near Bridge 11 as shown on Figure 3. The makai pond is the larger of the two and is located on Waiawa Peninsula. Named Loko Kuhialoko, it is identified as State Site 50-80-09-119. The mauka pond is smaller and is named Loko Mo'o. It is identified as State Site 50-80-09-120. Both ponds are designated Class III, signifying that they have been completely filled over and are essentially unrecognizable. Accordingly, by staying on the existing roadway, the HPD believes that the proposed bikepath will have "no effect" on the fishponds.

E. Flora and Fauna

The construction and existence of the present roadway, which for most part defines the proposed bikepath alignment, has precluded the establishment of any known species of indigenous flora or fauna within the project's construction limits. Existing vegetation along the road edges include primarily California grass and haole koa with intermittent monkey pod and kiawe trees. Plants bordering wetland and shoreline areas generally consist of hau, milo and mangrove. Animal life typically includes mongoose, rats, and feral cats and dogs.

Situated makai of the railroad right-of-way in the vicinity of Bridge 11, at the approximate location of the state's Loko Kuhialoko historic site as described above, is a fenced, 24-acre portion of Waiawa Peninsula which is designated as the Waiawa Unit of the Pearl Harbor National Wildlife Refuge. Composed of two ponds with man-made nesting islands for native Hawaiian waterbirds, the refuge is a recognized habitat for the endangered Hawaiian duck, Hawaiian stilt, gallinule and coot. The Golden Plover, which primarily winters here, and the cattle egret have also been observed, as well as the more common species of mynahs, doves, sparrows, thrushes, cardinals and bulbuls. No native mammals, reptiles or amphibians are known to exist within the refuge.

F. Wetlands

The U.S. Department of the Interior's Fish and Wildlife service has

identified wetland regions adjacent to the railroad right-of-way primarily in the vicinity of Bridge 11. Consisting of palustrine (freshwater) systems on the mauka side of the railroad right-of-way, and estuarine (tidal, brackish) systems on the makai side, the wetlands are clearly visible in the field. The existing roadway within the railroad right-of-way is elevated above the surrounding wetland areas, apparently constructed on fill material. As earlier indicated, the proposed bikepath alignment will be designed to coincide with the existing roadway, and to closely follow existing ground elevations. Accordingly, no additional filling and/or excavating within the present wetland areas are intended or anticipated.

G. Hazard Areas

Approximately two-thirds of the proposed bikepath alignment, from Bridge 11 to the Pearl City Sewage Pump Station, is situated within a flood hazard area designated on the City and County Flood Insurance Rate Maps as Zone A, "special flood hazard areas inundated by 100-year flood, no base flood elevations determined". The bikepath is a non-habitable structure which is exempt from the City's flood ordinance requirements. Accordingly, the possibility of the bikepath becoming inundated by flooding is not considered a major concern. In the event of flooding, there should be no appreciable increase in the base flood elevations as result of the bikepath since the bikepath profile will follow that of the existing terrain.

In addition to being situated in a flood zone, portion of the proposed bikepath will be adjacent to a former sanitary landfill owned and operated by the Navy on Pearl City peninsula (see Figure 3). Both this landfill and the wildlife refuge next to it are separated from the railroad right-of-way by a berm, and cannot be readily seen from the proposed bikepath. In addition, like the wildlife refuge, existing fencing and signage prohibits unauthorized access.

III. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

A. Short Term, Construction Related Impacts

1. Economic

The construction of the project is estimated to cost \$750,000. Funding for this project will be provided by the City and County of Honolulu as part of their Capital Improvements program. No private funds will be used. Job opportunities will be generated as

a result of this project.

2. Air Quality

There will be an increase in dust and vehicular exhaust emissions in the immediate working area during construction. The dust generated should not occur at significant levels. Appropriate water sprinkling methods will be used to reduce dust if it becomes a problem. Exhaust emissions should not have any significant affect on the area because prevailing winds should disperse any exhaust gas concentrations.

3. Erosion and Water Quality

With the exception of the portion of bikepath between Lehua Avenue and Waiawa Stream, the existing ground surface within the project's construction limits is relatively void of vegetation and is predominantly bare gravel. Accordingly, erosion resulting from construction operations is not expected to be significantly more than is currently occurring. Existing bushes and other plantings will need to be removed in order to construct the bikepath between Lehua Avenue and Waiawa Stream. However, given the flatness of the area and the protection from rainfall provided by canopy-like monkey pod trees, the erosion hazard is also considered to be minimal.

The water bodies susceptible to possible degradation by construction activities include the wetland areas and Pearl Harbor. To the extent possible, separation between work areas and nearby waters has been provided. This, in conjunction with a slight erosion hazard potential as described above, should result in limited carry-over of construction residues into receiving waters. In addition, as earlier stated, no deliberate filling, excavating or other work directly within the wetlands is anticipated. Accordingly, a Department of the Army permit for this project does not appear warranted.

4. Traffic

Under normal conditions, use of the existing roadway within the railroad right-of-way is limited to various Navy and non-Navy maintenance personnel, and a few area residents. Construction of the bikepath will likely prohibit passage of vehicular traffic around work areas in selected locations. However, with the low

volume of traffic expected, major access problems should be manageable and even avoidable through the use of proper scheduling, coordination, and notification.

5. Noise

There will be an increase in noise from the construction activity. Construction hours shall be limited to that permitted by law and no weekend work will be permitted. All noise generated by the construction activity shall conform to the noise regulations established by the State Department of Health.

6. Biological

The Pearl Harbor National Wildlife Refuge, Waiawa Unit is an important habitat for numerous bird species including endangered ones. However, although it is relatively close to the project site, because of its expansive size, security fencing, and the presence of a concealing berm, trespassing into the refuge appears unlikely, and the only other disruptive construction-related nuisances--noise, dust, emissions--would appear to be buffered to the extent as to cause minimal impact to the refuge inhabitants.

The close proximity of the former Navy landfill to the bikepath could pose a health hazard due to the possibility of landfill leachate contaminating the underlying and adjacent subsurface soils, and having these soils come in contact with construction workers. In order to minimize any risk of exposure to contaminants and to preclude unintentional excavation of any portion of the former landfill area, all work adjacent to Pearl City Peninsula shall be closely coordinated with the Navy.

Another location where contaminated soils may also exist is the undeveloped area between Lehua Avenue and Waiawa Stream. The Navy believes that this area may have been subject to illegal dumping activities in the past. However, the absence of any fencing or other means to prohibit access into this area suggests that possible contamination hazards have not been verified. Accordingly, it is proposed that construction of the bikepath in this area also be closely coordinated with the Navy. Should it become evident that contamination exists, or is likely, mitigating measures may be implemented at that time. These would include changing the bikepath alignment, posting warning signs, or eliminating altogether the bikepath in this area.

B. Long Term Impacts

1. Public Health and Safety

The present condition of the area through which the proposed bikepath alignment will traverse can be characterized as a fairly deserted, isolated stretch of land. Although generally quiet, peaceful and quite picturesque at certain locations, its isolation has also fostered loitering and what could be considered criminal activity as evidenced by the presence of burned and derelict vehicles, and bullet-ridden signage.

The completed bikepath will introduce the general public to this environment. It is believed that this will ultimately result in an overall decrease of unlawful activity in the area, as increased public access will likely bring about demands for increased policing and safety assurances. Until this evolves, however, although regular patrols by the Honolulu Police Department will be requested, safe use of the bikepath, especially during the early stages, must rely on patrons to exercise caution and common sense, e.g. group use, no use after dark, etc.

Safe use of the completed bikepath will also rely on mutual cooperation between the bikers/joggers, and the motorists who regularly use the railroad right-of-way for access. Although the number of motorists is small, consisting primarily of maintenance personnel, area residents and fisherman, their presence must be accounted for since a collision between an auto and a pedestrian or biker is always serious. The bikepath alignment and pavement structure is designed to accommodate joint use. Signage is also provided where applicable, but again, the success of the bikepath throughout its life will depend on caution and common sense exercised by all users.

If used properly, the bikepath will promote recreation and exercise, both considered important to good health and personal well being.

2. Decreased Area Privacy

As the bikepath gains in popularity and attracts larger numbers of patrons, the peace, quiet and any other benefits associated with the project area's undeveloped, uninhabited nature will diminish. Increased public knowledge of the area with its watercress farms,

wildlife refuge, wetlands, Middle Loch shoreline, etc. could possibly result in degradation of these areas by uncaring, irresponsible individuals.

Constructing new fencing along the bikepath alignment to segregate the bikepath from these areas is not proposed because it would create an obstacle to floodwaters, it would detract from the openness of the area, and it may invite trespassing and vandalism. Similarly, no signs which would in any way direct attention to these areas--attention which may not have existed if not suggested--are proposed since they, too, could incite trespass and other violations. This strategy is especially valid with respect to the wildlife refuge, which cannot be seen from the bikepath, and the wetlands, which in appearance is generally unremarkable.

The probability of area vandalism and degradation as result of the completed bikepath cannot be foreseen at this time. The railroad right-of-way has up to now been generally accessible to those who have known about it. It is possible that the bikepath would bring about little increase in the amount of degradation that has already occurred. Accordingly, a "wait and see" attitude is proposed. Should criminal activity occur, corrective measures would be evaluated and implemented at that time. At worst, the bikepath could be closed.

The positive side of increased use of the bikepath includes benefits in terms of increased safety and removal of criminal activity due to increased public exposure, as earlier indicated. Public accessibility would also lead to increased efforts for beautification of the alignment corridor. Already, the Navy has expressed interest in more attractive landscaping. The Fish and Wildlife Service, also, has suggested the creation of a scenic viewpoint overlooking the wildlife refuge.

3. Socioeconomics

The completed bikepath would promote an alternate mode of transportation from the automobile, which would help to reduce energy costs and preserve natural resources (fossil fuels and atmosphere). The aesthetics of the railroad right-of-way would also be enhanced, especially if the beautification projects indicated above reach fruition. As a result, property values in the area would likely increase.

The completed bikepath will incur a regular maintenance cost, paid by the City, related to routine cleaning and upkeep which will be required during the entire bikepath service life. This cost is necessary to assure safe and continued use of the bikepath and is considered small when compared to the potential benefits to be gained, as described above.

IV. ALTERNATIVES TO PROPOSED ACTION

A. Alternate Bikepath Route

The railroad right-of-way is an area relatively void of improvements and land uses which would cause major conflicts with development of a bikepath. The alignment as proposed is consistent with the State's bikeway master plan, and has received the support of all affected landowners. Accordingly, no alternate route for the bikepath has been considered.

B. No Action

If no bikepath were constructed, the ultimate objective of providing a safe, energy efficient, alternate means of travel from the automobile connecting west Oahu with downtown Honolulu will not be achieved.

V. AGENCIES AND PERSONS CONSULTED

A. Federal Government

U.S. Navy, c/o Commander, Naval Base, Pearl Harbor
U.S. Army Corps of Engineers, Pacific Division,
Honolulu District Engineer
U.S. Department of the Interior, Fish and Wildlife Service

B. State Government

Department of Health
Department of Land and Natural Resources
Office of State Planning

C. County Government

Department of General Planning
Department of Land Utilization
Department of Public Works
Department of Transportation Services

Department of Wastewater Management
Department of the Corporation Counsel
City Councilman Arnold Morgado
Mayor's Advisory Committee on Bicycling

- D. Private
Chevron Hawaiian Refinery
Oahu Sugar Company
Hawaiian Electric Company
Pearl City Neighborhood Board No. 21
Waipahu Neighborhood Board No. 2

VI. DETERMINATION

After completing an assessment of the potential environmental effects of the proposed project, it is believed that an Environmental Impact Statement is not required. Accordingly, this document constitutes a Negative Declaration.

VII. FINDINGS AND REASONS SUPPORTING THE DETERMINATION

Findings and reasons supporting the Negative Declaration determination are as follows, using the criteria, policies, guidelines and provisions of Title 11, Chapter 200, Environmental Impact Statement Rules and Chapter 343, HRS. The proposed project will not:

- A. Involve an irrevocable commitment to loss or destruction of any natural or culture resource;
- B. Curtail the range of beneficial uses of the environment;
- C. Conflict with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, Hawaii Revised Statutes, and any revisions thereof and amendments thereto, court decisions or executive orders;
- D. Substantially affect the economic or social welfare of the community or State;
- E. Substantially affect public health;
- F. Involve substantial secondary impact, such as population changes or effects on public facilities;

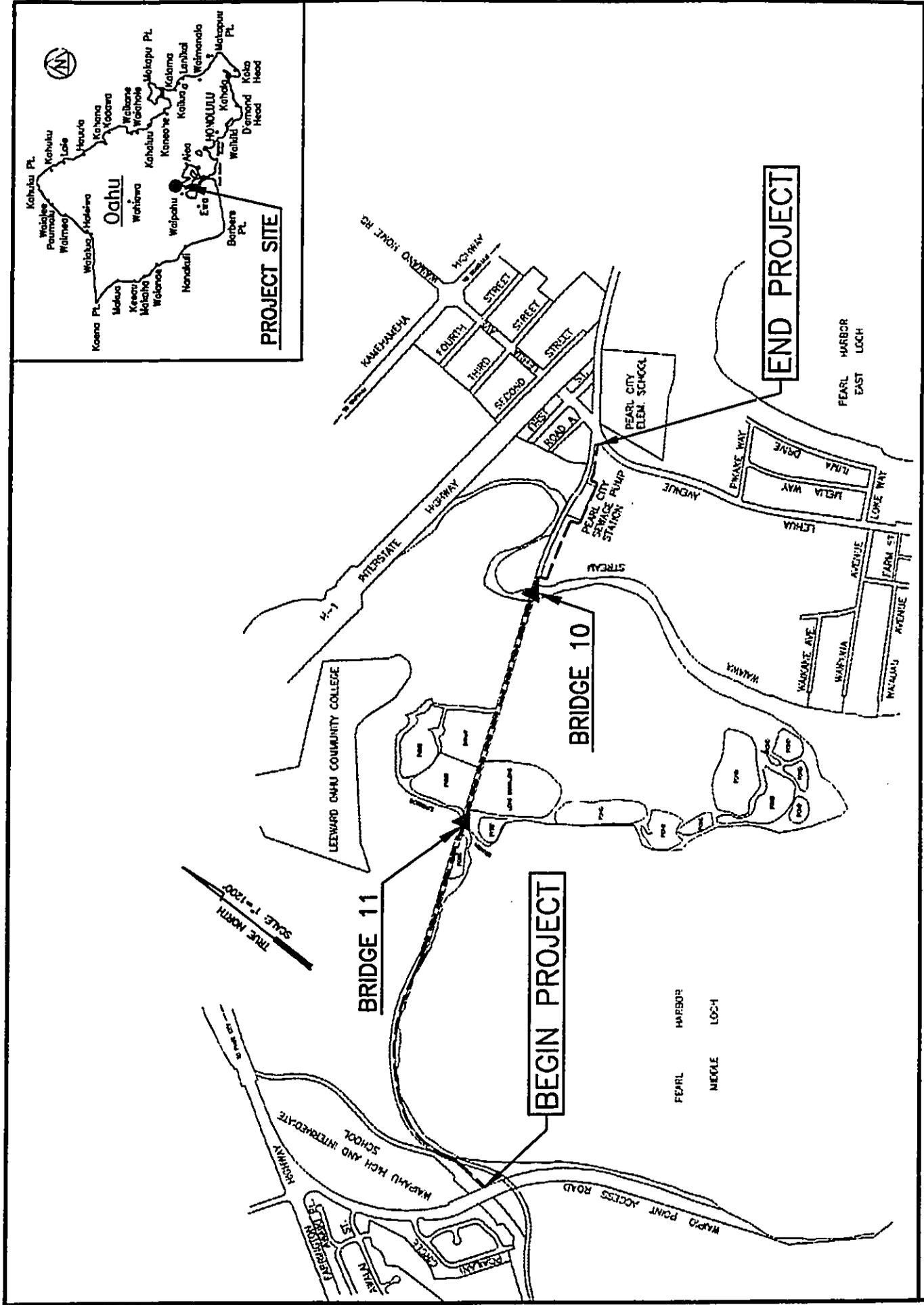
- G. Involve a substantial degradation of environmental quality;
- H. Substantially affect a rare, threatened or endangered species, or its habitat;
- I. Detrimentally affect air or water quality or ambient noise levels; or
- J. Detrimentally affect an environmentally sensitive area, such as a flood plain, tsunami zone, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters. [Eff. Dec. 06, 1985] (Auth: HRS Sec. 343-6) (Imp. HRS Secs. 343, 343-6).

VIII. REFERENCES

- A. U.S. Department of Agriculture, Soil Conservation Service, 1972, Soil Survey, Island of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii.
- B. Department of Transportation, State of Hawaii, March 1992, Waikiki, Airport, Ewa and Waipahu Ferry Terminals, Oahu, Hawaii, Water Transit System for Oahu Development Plan, prepared by R. M. Towill Corporation.
- C. University of Hawaii, Department of Geography, 1983, Atlas of Hawaii, Second Edition, University of Hawaii Press.

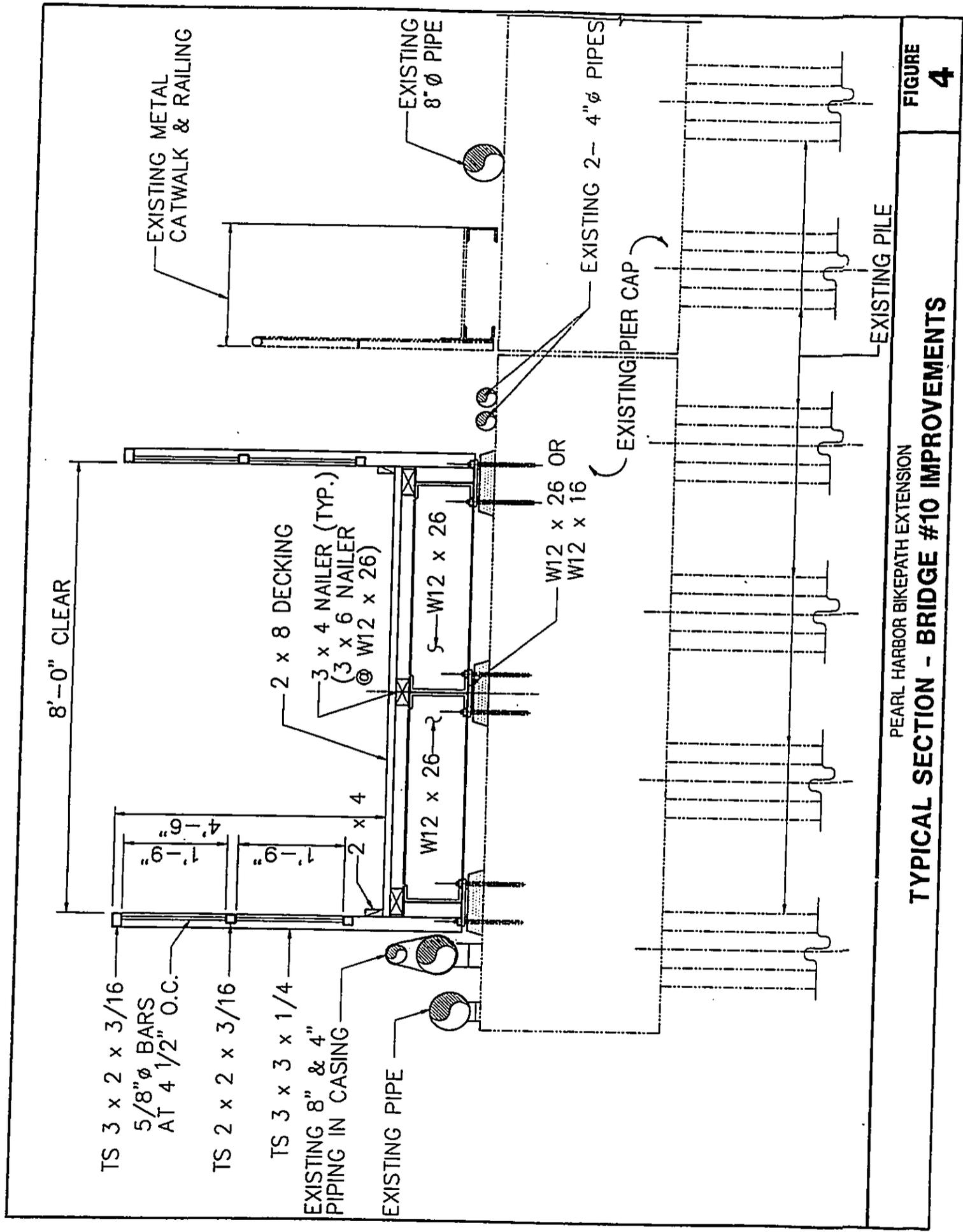
FIGURES

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PEARL HARBOR BIKEPATH EXTENSION
VICINITY AND LOCATION MAP

FIGURE 1



PEARL HARBOR BIKEPATH EXTENSION

TYPICAL SECTION - BRIDGE #10 IMPROVEMENTS

FIGURE 4

APPENDIX A:
Comments from and Replies to
Agencies and Persons Consulted
During the Assessment Process



ARNOLD MORGADO, JR.
Councilmember, District VIII
(808) 547-7008

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813-3065 / TELEPHONE 523-4000



OFFICE OF STATE PLANNING
Office of the Governor

MAILING ADDRESS: P.O. BOX 3484, HONOLULU, HAWAII 96814-3484
STREET ADDRESS: 200 SOUTH HOTEL STREET, 6TH FLOOR
TELEPHONE: (808) 547-3600, 547-3600

FOR MORE INFO
CALL: (808) 547-3600
FAX: (808) 547-3600
FOLLOWING OFFICE: 547-3600
FOLLOWING OFFICE: 547-3600

February 28, 1994

Mr. Philip M. H. Lum, P.E.
Fukunaga & Associates, Inc.
1388 Kapiolani Boulevard
Honolulu, Hawaii 96814

Dear Mr. Lum:

Subject: Pearl Harbor Bikepath Extension Project

Thank you for providing me a copy of the draft Environmental Assessment Report for review and comment.

An examination of the various environmental impacts and mitigation measures was made. Based on this review, the project is clearly a community asset and should not negatively affect the present character of the proposed bikepath alignment.

I look forward to discussing the merits of this project when the resolution for the Special Management Area (SMA) permit approval comes before the City Council.

If you have any questions on this matter I will be happy to discuss them with you.

Sincerely,

ARNOLD MORGADO, JR.
Councilmember
District 8

AM:am

Ref. No. C-533

March 3, 1994

Fukunaga and Associates, Inc.
1388 Kapiolani Boulevard, 2nd Floor
Honolulu, Hawaii 96814

Gentlemen:

Subject: Draft Environmental Assessment for the Pearl Harbor Bikepath Extension

We have reviewed the Draft Environmental Assessment for the Pearl Harbor Bikepath Extension Project and have no comments.

We appreciate very much the opportunity to review the document.

Sincerely,

Harold S. Masumoto
Director

CONSULTANT
OFFICE OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

REF: OCEA:SKK
P. O. BOX 621
HONOLULU, HAWAII 96809

MAR 3 1984

FILE NO: 94-490
DOC. NO: 4206

Mr. Philip H.H. Lum, P.E.
Fukunaga & Associates, Inc.
1388 Kapiolani Boulevard
Honolulu, Hawaii 96814

Dear Mr. Lum:

Subject: Draft Environmental Assessment (DEA): Pearl Harbor Bikepath
Extension Project, Waikawa, Oahu, TMS: 9-7-16; 1; 9-6-03; 1;
9-4-08; 24

We have reviewed the DEA information for the proposed project transmitted
by your letter dated February 3, 1994 and have the following comments:

Brief description:

The City and County of Honolulu's Department of Transportation Services
(DTS) plans to construct a new bike path within the former Oahu Railway
and Land Company right-of-way from Leleua Avenue to Waipio Point Access
Road, a distance of approximately 1.5 miles. The bike path will be an
extension of the existing Pearl Harbor Bike Path which begins near the
Arizona memorial and terminates at Leleua Avenue. Consistent with the
State's Bike Way Master Plan, dated 1977, the proposed extension
represents the first of two remaining segments required to complete a bike
way extending all the way from Middle Street to West Loch.

The proposed bike path will be built upon a 40-foot wide right-of-way
which serves as a utility corridor with buried fuel lines, sewer lines,
U.S. Army Signal Corps cable, and overhead electrical facilities. An
unpaved roadway exists throughout the entire alignment of this right
of-way and is used primarily as a service road by the U.S. Navy, various
utility companies, as well as the U.S. Fish and Wildlife Service to access
the wildlife refuge on the Pearl City Peninsula.

Mr. Lum

Division of Aquatic Resources

-2-

File No.: 94-920

The Division of Aquatic Resources (DAR) comments that the DTS's request
for the proposed construction of the bike path from Leleua Avenue to Waipio
Point Access Road is not expected to have any significant long term impact
on the aquatic resource values in this area. However, since the proposed
bike path alignment is situated along wetland areas and Pearl Harbor,
mitigation measures should include the following:

- 1) Site work should be scheduled for periods of minimal rainfall;
- 2) Areas denuded of vegetation should immediately be replanted or
covered as quickly as possible to control erosion; and
- 3) Construction materials, petroleum products, debris and landscaping
products should be prevented from falling, blowing or leaching into
the aquatic environment.

We will forward any Historic Sites concerns as they become available.

We have no other comments to offer at this time. Thank you for the
opportunity to comment on this matter.

Please feel free to contact Steve Tegawa at our Office of Conservation and
Environmental Affairs, at 597-0377, should you have any questions.

Very truly yours,

Keith W. Ahue
KEITH W. AHUE

Enclosure

JOHN WAINKE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3333
HONOLULU, HAWAII 96811

JOHN C. LEWIS, M.D.
DIRECTOR OF HEALTH

In reply, please refer to:

FRANK FASEI
MAYOR

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



KENNETH E. SPRAGUE
Acting Director and Chief Engineer
DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU

ENV 94-64

March 8, 1994

94-021/epo

March 4, 1994

Mr. Philip M. H. Lum, P.E.
Fukumaga & Associates
1388 Kapiolani Boulevard, 2nd Floor
Honolulu, Hawaii 96814

Dear Mr. Lum:

Subject: Draft Environmental Assessment
Pearl Harbor Bikepath Extension
Hawaii, Oahu
TRK: 9-7-16: 01, 9-6-03: 1, 9-4-08: 2 & 24

Thank you for allowing us to review and comment on the subject project. We feel that bikepaths greatly encourage the use of bicycles and greater use of bicycles will benefit the environment in the long run. Therefore, we encourage the building and extension of bikepaths and have no negative comments on this particular project.

Very truly yours,

John C. Lewis

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

Mr. Philip Lum
Fukumaga and Associates, Inc.
1388 Kapiolani Boulevard
Honolulu, Hawaii 96814

Dear Mr. Lum:

Subject: Draft Environmental Assessment (DEA)
Pearl Harbor Bikepath Extension
TRK: 9-7-16: 1; 9-6-3: 1; and 9-4-8: 2&24

We have reviewed the subject DEA and have no comments to offer at this time.

Should you have any questions, please contact Mr. Alex Ho, Environmental Engineer, at 523-4150.

Sincerely,

Kenneth E. Sprague

KENNETH E. SPRAGUE
Acting Director and Chief Engineer

cc: DTS

March 11, 1994



Chevron U. S. A. Products Company
P.O. Box 29789
Honolulu, HI 96820

Karl O. Mohr
Manager, Hawaii Refinery
(808) 682-5711

Mr. Phillip M. H. Lum
Fukunaga & Associates, Inc.
1388 Kapiolani Blvd., 2nd Floor
Honolulu, Hawaii 96814

PEARL HARBOR BIKE PATH EXTENSION

Gentlemen:

We have reviewed the Environmental Assessment draft and plans for the referenced subject and have no objections to either.

Our lines consist of two 8" product and one 4" water tracer and are located on the mauka side of the unpaved roadway. We would be glad to tone and mark them prior to the start of the construction.

Please call Chip Cooper at 682-2270 if you have any questions.

Sincerely,

S.S. ROBISON

JSR:aj

PLANNING DEPARTMENT
CITY AND COUNTY OF HONOLULU
890 SOUTH KING STREET
HONOLULU, HAWAII 96813



FRANK FALK
MAYOR

ROBIN FOSTER
City Planning Officer
ROLAND D. LURIE, JR.
City Planning Officer
LM 2/94-3191

March 15, 1994

Mr. Phillip Lum
Fukunaga and Associates, Inc.
1388 Kapiolani Boulevard, 2nd Floor
Honolulu, Hawaii 96814

Dear Mr. Lum:

Draft Environmental Assessment (EA) for the
Pearl Harbor Bikepath Extension

~~TKS: 9-7-16; 1; 9-6-31; 1; 9-4-8; 2; 24~~

We have reviewed the subject Environmental Assessment and have no objections to the proposed road closure.

Should you have any questions, please contact Lin Wong of our staff at 523-4485.

Sincerely,

ROBIN FOSTER
Chief Planning Officer

RF:js

cc: Department of Transportation Services

DEPARTMENT OF WASTEWATER MANAGEMENT
CITY AND COUNTY OF HONOLULU

450 SOUTH KING STREET
HONOLULU, HAWAII 96813



FRANK P. FAH
MAYOR

KENNETH M. RAHPOLT
DIRECTOR
FELIX B. LUTULICO
DEPUTY DIRECTOR

MPP 94-99

March 15, 1994

Mr. Philip Lum
Fukunaga and Associates, Inc.
1388 Kapiolani Boulevard, 2nd Floor
Honolulu, Hawaii 96814

Dear Mr. Lum:

Subject: Draft Environmental Assessment for the Pearl
Harbor Bikepath Extension

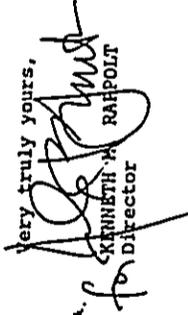
We have reviewed the subject draft environmental assessment and offer the following comments:

• While we have no objections to the proposed bikepath alignment, we request the opportunity to review the construction plans for this project, since a number of municipal wastewater facilities exist in the vicinity of the proposed bikepath.

• Under C. County Government, on Page 11, please include the Department of Wastewater Management.

Should you have any questions, please call Thomas Tamanaha at 523-4671.

Very truly yours,


KENNETH M. RAHPOLT
Director

Acknowledges receipt of Tom Tamanaha.
Written response not required.

R



Mr. Philip M. H. Lum, P.E.
Fukunaga & Associates, Inc.
1388 Kapiolani Blvd., 2nd Floor
Honolulu, Hawaii 96814

March 18, 1994

Pearl Harbor Bikepath Extension Project

Dear Mr. Lum:

Thank you for the opportunity to comment on the January 27, 1994 draft Environmental Assessment for the Pearl Harbor Bikepath Extension, as proposed by the Department of Transportation Services of the City and County of Honolulu. Hawaiian Electric's (HECO) comments are as follows:

1. Page 1: We would like to change line six of the first paragraph of section B to "...in addition to overhead 46 kV electrical subtransmission lines." We would like to point out that there is an energized, double-circuited 46kV subtransmission line within the utility corridor. There are also fuel oil pipelines and water lines supported by unstable soils within the corridor. We request that the contractor use extreme care during construction and require the City to be responsible for any damage to the existing facilities. A HECO standby man will be required during construction.
2. Any easement to the City for the bikepath over HECO's portion of the right of way will be subject to present facilities and HECO's right to install future facilities. It will also be subject to the existing access rights of HECO and the U. S. Navy and U. S. Fish and Wildlife Service. HECO will also require that all maintenance and landscaping (if any) of the bikepath be at City expense, and that the City fully indemnify HECO for any and all losses, expenses or claims arising from the public's use of the bikepath, including but not limited to any claims arising from the presence of HECO's power lines, and reasonable attorney fees. Finally, any easement to the City will be subject to Public Utilities Commission review and approval.

HECO 3/18/94

AnHEI Company

Mr. Philip M. H. Lum
March 18, 1994
Page 2

Again, thank you for this opportunity to comment on the draft Environmental Assessment. If you have any questions, please call me at 543-4735.

Sincerely yours,

Philip Haurat
Land Agent

Acknowledged receipt of Philip Haurat.
Written response not required. 4/16/94
PL

HECO 3/18/94



DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU
 450 SOUTH KING STREET
 HONOLULU, HAWAII 96813-4132



FRANK FARR
 Mayor

DONALD A. CLEGG
 Director
 LORITA C. CHEE
 Supervisor
 94-01084 (JT)

March 21, 1994

Mr. Philip Lum
 Fukunaga and Associates, Inc.
 1388 Kapiolani Boulevard, 2nd Floor
 Honolulu, Hawaii 96814

Dear Mr. Lum:

Pearl Harbor Bikepath Extension
 Draft Environmental Assessment (DEA)
 Tax Map Keys: 9-7-16: por. 1 and por. 10;
 9-6-3: por. 11 and 9-4-8: por. 2 and por. 24

We have reviewed the above-mentioned document and offer the following comments:

1. A survey of the shoreline certified by the Department of Land and Natural Resources of the State of Hawaii will be required for segments of the proposed bikepath located within 55 feet of the shoreline.
2. Any portion of the proposed bikepath located within 40 feet of the shoreline will require a shoreline setback variance.
3. Pages 2-3 of the DEA contain incorrect information relating to land use designations of the project site. The proposed bikepath will traverse across five parcels; ownership, state land use designations, city development plan land use designations, and zoning are as follows:

THK	OWNER	Land Use State/City	Zoning
9-7-16: 10	U.S.A.	Urban/Military	R-5
9-7-16: 01	U.S.A.	Urban/Military-Industrial	F-1
9-6-3: 01	U.S.A.	Agricultural/Agriculture	AG-2
9-4-8: 02	Hawaiian Electric Co.	Urban/Medium Density Apartment	AG-2

Mr. Philip Lum
 Page 2
 March 21, 1994

THK 9-4-8: 24 U.S.A. Agricultural/Preservation P-2
 Land Use State/City
 Zoning

Our determination is based on the enclosed study maps. The proposed bikepath is indicated by a red line on each of the maps.

Thank you for the opportunity to comment on this matter. Should you have any questions, please contact Joan Takano of our staff at 527-5038.

Very truly yours,

 DONALD A. CLEGG
 Director of Land Utilization

DAC:ak
 Enclosures
 C:\deabike-jht



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809

ADMINISTRATIVE SERVICES
PLANNING AND DESIGN
CONSTRUCTION
OPERATIONS
LAND MANAGEMENT
WATER AND LAND DEVELOPMENT

REF:OCEA:SKK

FILE NO: 94-490a
DOC. NO: 4216

MAR 10 1994

Mr. Philip M.H. Lum, P.E.
Fukunaga & Associates, Inc.
1388 Kapiolani Boulevard
Honolulu, Hawaii 96814

Dear Mr. Lum:

Subject: Draft Environmental Assessment (DEA): Pearl Harbor Bikepath
Extension Project, Waiala, Oahu, TMS: 9-7-16: 1; 9-6-03: 1;
9-4-08: 24

The following are our additional comments on the subject project which
supplement those forwarded by our previous letter dated March 3, 1994:

Historic Preservation Division

The Historic Preservation Division (HPD) comments that a review of their
records shows that there are three (3) known historic sites located along
the proposed bike path. Loko Kuhialoko (State Site 50-80-09-119) and Loko
Mo'o (State Site 50-80-09-120) are fishponds located on either side of the
OR&L right-of-way, portions of which are located on the National Register
of Historic Places (State Site 50-80-12-9714). The Historic/Cultural
Sites (H.C.S.) section of the EA should be revised to include the OR&L as a
historic site, and to revise the information regarding State Site
50-80-09-120 which is named Loko Mo'o. The fishponds have been buried
with fill deeper than the excavation necessary for paving the bike path
and HPD believes that the proposed bike path will have "no effect" on the
fishponds.

The portion of the OR&L right-of-way included in this project is not part
of the National Register site, however, it's eligibility needs to be
determined. If this segment is determined to be eligible, a bikeway as
proposed, is a possible adaptive reuse of the historic property.

Mr. P. Lum

-2-

File No.: 94-490a

Because Federal lands are involved, the project needs to go through the
Section 106 review process of the National Historic Preservation Act
(NHPA).

Commission on Water Resource Management

The Commission on Water Resource Management's (CWRM) staff comments that
the subject project will cross the Waiala Stream and an unnamed stream
near the Waiala wetlands. If the proposed project will alter the bed and
banks of these streams, the project will require a Stream Channel
Alteration Permit (SCAP) pursuant to Section 13-169-50, Hawaii
Administrative Rules.

We have no other comments to offer at this time. Thank you for the
opportunity to comment on this matter.

Please feel free to call Steve Tagawa at our Office of Conservation and
Environmental Affairs, at 587-0377, should you have any questions.

Very truly yours,

Keith W. Aube
KEITH W. AUBE

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

PACIFIC PAPER PLANT
711 KAPOLAHUA AVENUE, SUITE 1100
HONOLULU, HAWAII 96813



PAINE'S FARM
WATER

JOSEPH M. MAGALDI, JR.
DIRECTOR
AMERICAN
SAFETY DIRECTOR

Mr. Keith W. Ahue
Page 2
June 29, 1994

the banks and beds of either streams will be done under the bikepath project and, therefore, a Stream Channel Alteration permit is not warranted.

I hope we have addressed your concerns to your satisfaction. Thank you again for your comments.

Mr. Keith W. Ahue
Chairperson
Board of Land and Natural Resources
State of Hawaii
P. O. Box 621
Honolulu, Hawaii 96809

June 29, 1994

Dear Mr. Ahue:

Subject: Draft Environmental Assessment for the
Pearl Harbor Bikepath Extension
Waiawa, Oahu
THK: 9-7-16: 1, 10; 9-6-3: 1; 9-4-8: 2, 24

Thank you for taking the time to review our environmental documents.

In response to the comments transmitted by your letters dated March 3 and 10, 1994 to Fukunaga and Associates, Inc., our consultant for the subject project, recommendations 2 and 3 of the Division of Aquatic Resources (DAR) will be included as construction notes in the contract documents. In addition, the construction schedule shall, as much as possible, be coordinated with dry weather conditions.

With regard to the comments of the Historic Preservation Division (HPD), the Environmental Assessment will be revised to identify the railroad right-of-way as a historic site, and to correctly name the Loko Mo'o fishpond. A Section 106 review for eligibility of the railroad right-of-way within the project limits has been initiated between the City, a Navy Archeologist, and the HPD. A preliminary finding of non-eligibility has been proposed and shall be transmitted to the HPD for concurrence.

The Commission on Water Resource Management comment regarding the improvements proposed for Bridge 10 which crosses Waiawa Stream will involve reconstructing the bridge decking only. A new bridge crossing at the unnamed stream is presently under construction and will likely be completed by the time the bikepath construction begins. Accordingly, no altering of

Sincerely,

JOSEPH M. MAGALDI, JR.
DIRECTOR

rly(M. Kikuchi)

cc: Fukunaga and Associates, Inc.
PHBKENTN.LNR

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

PACIFIC FAIR PLAZA
711 KAPOLAHU BOULEVARD, SUITE 1200
HONOLULU, HAWAII 96813



JOSEPH M. MAGALDI, JR.
DIRECTOR
JAMES SAPPAL
DEPUTY DIRECTOR

July 5, 1994

Mr. Keith W. Ahue
Chairperson
Board of Land and Natural Resources
State of Hawaii
P. O. Box 621
Honolulu, Hawaii 96809

Attention: Historic Preservation Division

Dear Mr. Ahue:

Subject: Pearl Harbor Bikepath Extension
Department of Transportation Services
City and County of Honolulu

This is in response to your letter dated March 10, 1994 (File No: 94-490a, Doc. No: 4216) addressed to Mr. Philip Lum of Fukunaga and Associates, Inc., our consultant for the subject project. We understand that the portion of the Oahu Railway and Land (OR&L) right-of-way within the limits of the proposed bikepath project may be eligible to be included on the National Register of Historic Places. Determination of this eligibility is necessary, and because Federal lands are involved, it must go through the Section 106 review process of the National Historic Preservation Act.

In accordance with the above requirement, we have engaged in preliminary consultation with Ms. Elaine Jourdain of the State Historic Preservation Division, and Dr. Bruce Masse, Navy Archeologist. Based on their findings, it is believed that the proposed project will have no effect on historic properties. In addition, we believe the portion of the OR&L right-of-way within the project limits has no specific significance to merit consideration as a historic site. This determination has been made based on the fact that this portion of the railroad track has been destroyed by previous land clearing activities.

Mr. Keith W. Ahue
Page 2
July 5, 1994

We respectfully request your concurrence with the determinations of no effect and non-eligibility stated above. Should you have any questions, please contact Mark Kikuchi of my staff at 527-5026.

Sincerely,

JOSEPH M. MAGALDI, JR.
Director

cc: PACHAVACENGGON, Code 23
Fukunaga and Associates, Inc.



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

BEY TO
ATTENTION OF

February 18, 1994

Planning Division

Mr. Philip M. H. Lum, P.E.
Fukunaga and Associates, Inc.
1388 Kapiolani Boulevard, 2nd Floor
Honolulu, Hawaii 96814

Dear Mr. Lum:

Thank you for the opportunity to review and comment on the Draft Environmental Assessment for the Pearl Harbor Bikepath Extension Project, Oahu (TMK 9-17-16: 1, 9-6-3: 1, 9-4-8: 2, and 9-4-8: 24). The following comments are provided pursuant to Corps of Engineers authorities to disseminate flood hazard information under the Flood Control Act of 1960 and to issue Department of the Army (DA) permits under the Clean Water Act; the Rivers and Harbors Act of 1899; and the Marine Protection, Research and Sanctuaries Act.

a. Both bridges are located over tidal waters which will require DA approvals. In addition, a formal wetland delineation should be performed for the bikepath alignment from Lehua Avenue to Waiawa Stream to verify the absence of wetland conditions. Please contact our Operations Division at 438-9258 for further information and refer to file P094-028.

b. The flood hazard information provided on pages 5 and 6 of the environmental assessment is correct.

Sincerely,

James A. Johnston
James A. Johnston
Kisuk Cheung, P.E.
Director of Engineering

CITY AND COUNTY OF HONOLULU

711 KALANIOU BOULEVARD, SUITE 1100
HONOLULU, HAWAII 96813



FRANK J. PASI
MAYOR

JOSEPH M. MAGALDI, JR.
DIRECTOR
AMAR SAPPAL
DEPUTY DIRECTOR

March 3, 1994

Mr. Michael T. Lee
Chief, Operations Division
CEPOD-CO-O
Building 230
Fort Shafter, Hawaii 96858-5440

Dear Mr. Lee:

Subject: Pearl Harbor Bikepath Extension
Waiawa, Oahu, Hawaii
TMK: 9-7-16: 1; 9-6-3: 1; 9-4-8: 2 and 24

This is in response to your letter dated February 18, 1994 (file P094-028) addressed to Mr. Philip Lum of Fukunaga and Associates, Inc., our consultants for the subject project. We understand that a formal wetland delineation of the area between Lehua Avenue and Waiawa Stream needs to be performed to satisfy Department of the Army requirements. We respectfully request that your office perform the required delineation at your earliest convenience.

We will direct Fukunaga and Associates to provide your staff with a recent aerial photo of the area in question for the purposes of indicating the locations of surveyed wetland boundary points. Upon receipt of this "mark-up", Fukunaga and Associates will then prepare the final boundary map for your review, approval, and filing.

Your early response will be greatly appreciated.

Should you have any questions, please contact Mark Kikuchi of my staff at 527-5026.

Sincerely,

Joseph M. Magaldi, Jr.
JOSEPH M. MAGALDI, JR.
Director

cc: Fukunaga and Associates, Inc.



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



REPLY TO
ATTENTION OF

Operations Division

19 SEP 1994

Mr. Joseph M. Magaldi, Jr.
Director
Department of Transportation Services
City and County of Honolulu
711 Kapiolani Boulevard, Suite 1200
Honolulu, Hawaii 96813

Dear Mr. Magaldi:

This is in response to your request for Department of the Army (DA) jurisdictional determination and authorization to construct the Pearl Harbor BikePath Extension, located in Waiawa, Oahu, Hawaii.

The portion of the proposed bikepath adjacent the existing sewage pumping station has been relocated out of the wetland. The remainder of the bike path is located on an existing dirt road which is considered fastland.

The proposed work also involves the rehabilitation of existing bridges over Waiawa Stream and another unnamed stream. Both structures will be rehabilitated without the placement of fill material. Based on the information submitted, all regulated work is within the footprint of existing structures; therefore, I have determined that the proposed work for the bikepath can be authorized by the Corps Nationwide permit (NWP) authority in accordance with Federal Regulations at 33 CFR 330, Appendix A, paragraphs B. 3., for the repair and rehabilitation of a previously authorized currently serviceable structure. No further Department of the Army processing is necessary.

This authorization will remain valid for two years, unless the NWP is modified, suspended, or revoked. If, within this two-year period, the NWP authorization is reissued without modification or if the activity complies with any subsequent modification of the NWP authorization, this verification will continue to be valid for the remainder of the two year period.

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.

File number NW 94-066 was assigned to this project. Please refer to this number in any future inquiries or correspondence.

Sincerely,

Michael T. Lee
Chief, Operations Division

Enclosures

Copy Furnished (without enclosures):

Mr. Philip M.H. Lum, c/o Fukunaga & Associates, Inc.,
1388 Kapiolani Blvd., Honolulu, Hawaii 96814



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pacific Islands Office
P.O. Box 60167
Honolulu, Hawaii 96860



APR 29 1994

In Reply Refer To: AAP

Mr. Philip M. H. Lum
Fukunaga & Associates, Inc.
1388 Kapiolani Boulevard, 2nd floor
Honolulu, Hawaii 96814

Re: Draft Environmental Assessment for the Pearl Harbor Bike Path Extension Waiawa,
Oahu, Hawaii TMK 9-7-16:1, 9-6-3:1, 9-4-8:2 and 9-4-8:24

Dear Mr. Lum:

The U.S. Fish and Wildlife Service (Service) has reviewed the Draft Environmental Assessment (EA) for the Pearl Harbor Bike Path Extension in Waiawa, Oahu, Hawaii. The Department of Transportation (DOT) Services of the City and County of Honolulu proposes to construct a 1.5 mile bike path within the railroad right-of-way, from Lehua Avenue to the Waipio Point Access Road. The proposed path will extend from the existing Pearl Harbor bike path, and the action is consistent with the State's 1977 Bike Way Master Plan. The Service offers the following comments for your consideration.

The Draft EA adequately describes the existing environmental conditions at the project site. The Service has not identified significant, direct impacts to fish and wildlife resources that will result from implementation of the proposed project. The affected areas for the bike path alignment lack wetlands and do not provide habitat for rare, threatened, or endangered species. Therefore, the Service concurs with the Negative Declaration finding and determination that an Environmental Impact Statement is not required for the project.

However, the Service has identified several additional issues related to the bike path access project that should be addressed in the Final EA document. A discussion of these issues and Service recommendations to resolve them follow.

1. Although the existing vegetation barrier and high dike berm currently minimize disturbances to wildlife resources at the Waiawa Unit of the Pearl Harbor National Wildlife Refuge (Refuge), increased access to the area may increase opportunities for public trespass onto Refuge lands and vandalism and degradation of the existing environment along the new bike path by uncaring and irresponsible individuals. Despite the DOT Services provision for regular routine maintenance for the bike path's service life, additional security and safety measures may be required if vandalism and

degradation activities intensify. The Service does not have the staff or funding to manage increased public use (authorized or unauthorized) of Refuge lands. The Service does not object to the "wait and see" attitude proposed in the Draft EA. However, a specific person or department, which the Service can present future concerns to, should be identified.

2. Service access to the Refuge may be hindered during the construction period. Usually, Service personnel require access to the Refuge at least twice a week to perform surveys, pump maintenance, nest surveillance, and other related activities. Therefore, we recommend that Refuge personnel be provided with a description of construction techniques, notified of the construction schedule, and advised of any special actions that must be coordinated with the DOT Services to insure that access to the Refuge is maintained during project construction.

3. The proposed bike path alignment is located on the right-of-way that is currently maintained and managed by Chevron, Inc (Chevron). Therefore, the Service recommends close coordination with Chevron prior to and during construction and maintenance of the proposed bike path. A special use permit or legal agreement may be required since the path will be located over active fuel pipelines.

We appreciate the opportunity to provide these comments. If you have any questions, please contact Fish and Wildlife Biologist, Arlene Pangellinan at 808/541-3441, or Refuge Manager, Johnny Beall at 808/637-6330.

Sincerely,

Robert P. Smith
Field Supervisor
Pacific Islands Office

cc: RW

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

PACIFIC PARK PLAZA
711 KAPOLAHU BOULEVARD, SUITE 1200
HONOLULU, HAWAII 96813



JUDY HARRIS
DIRECTOR

JOSEPH M. MAGALDO, JR.
DIRECTOR
AMAR BAPFAL
SENIOR ENGINEER

Mr. Robert P. Smith
Page 2
September 28, 1994

We hope we have addressed your concerns to your satisfaction.
Thank you for your comments.

September 28, 1994

Mr. Robert P. Smith
Field Supervisor
Fish and Wildlife Service
Pacific Islands Office
United States Department of the Interior
P. O. Box 50167
Honolulu, Hawaii 96850

Dear Mr. Smith:

Subject: Draft Environmental Assessment For The Pearl Harbor Bikepath Extension Project, Waiawa, Oahu
TKK: 9-7-16: 1, 10; 9-6-3: 1; 9-4-8: 2, 24

This letter is in response to the comments in your letter dated April 29, 1994 to Fukunaga and Associates, Inc., our consultant for the subject project.

With regard to Item #1, we will request patrols by the Honolulu Police Department along the completed bikepath in an attempt to help curb possible vandalism and area degradation. The Department of Transportation Services shall be the designated contact agency to which any bikepath-related concerns may be presented. This information shall be included in the final environmental assessment.

Regarding Item #2, the project's construction contract documents shall require the contractor to coordinate his work with your department, which shall include notifying personnel of the construction schedule and re-arranging construction activities as necessary to permit required personnel access to the refuge.

In response to Item #3, we are aware of Chevron's facilities in the right-of-way. Accordingly, close coordination with Chevron during the design, construction and maintenance of the bikepath has been made a priority.

Sincerely,

JOSEPH M. MAGALDO, JR.
Director

cc: Fukunaga and Associates, Inc.,



DEPARTMENT OF THE NAVY
 COMMANDER
 NAVAL BASE PEARL HARBOR
 BOX 110
 PEARL HARBOR, HAWAII 96820-5020

11015
 Ser M4(237)/ 7156
 24 MAR 1994

Mr. Philip Lum
 Fukunaga and Associates, Inc.
 1388 Kapiolani Boulevard, 2nd Floor
 Honolulu, HI 96814

Dear Mr. Lum:

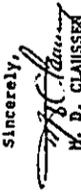
Subj: REVIEW OF DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PEARL HARBOR
 BIKEPATH EXTENSION, WAIANA, OAHU, HAWAII

Thank you for your letter of February 3, 1994 which requested comments on the
 Draft Environmental Assessment for the Pearl Harbor Bikepath Extension,
 Waiawa, Oahu, Hawaii.

The Navy has reviewed the EA and has consolidated the review comments from the
 various affected Navy commands by the proposed bikepath extension. One major
 key point that the EA fails to discuss is the resolution of vehicular access
 to the Waiawa area along the proposed bikepath. If the railroad right-of-way
 is converted to a bikepath, the current vehicular traffic must be provided an
 alternative route. The EA must discuss various alternatives including
 developing a parallel vehicular access road or designing the road over the
 bikepath.

Additionally, the EA makes reference to endangered species being present in
 the Waiawa Unit of the Pearl Harbor National Wildlife Refuge but fails to
 address the existence of endangered species in proximity to the proposed
 bikeway, specifically in the wetlands between the railroad right-of-way and
 the Leeward Community College, in riparian areas along the two streams, and
 within the tidal transition zone of the Pearl Harbor waters. Endangered
 species are commonly found in the above mentioned areas, therefore an
 Endangered Species Act, Section 7 consultation with the U.S. Fish and Wildlife
 Service, will be required for the project.

Additional comments are found on enclosure (1) for your consideration in
 preparing the final EA. Should you have any questions regarding this matter,
 please contact Mr. Stanford Yuen at 474-0439.

Sincerely,

 W. D. CLAUSSE
 Commander, EC, U.S. Navy
 By direction of
 the Commander

Encl:
 (1) Review comments

Copy to:
 Commanding Officer
 Public Works Center
 Pearl Harbor, HI 96860
 Commanding Officer
 Fleet and Industrial Supply Center
 Pearl Harbor, HI 96860
 Commanding Officer
 Naval Magazine Luahalei
 3 Constellation Street
 Waianae, HI 96792-4301
 Director
 Naval Sea Systems Command Detachment
 Naval Inactive Ship Maintenance Facility
 93-051 Waipio Point Access Road
 Waipahu, HI 96797-3272

11015
 Ser M4(237)/7156

REVIEW COMMENTS

1. Please coordinate the proposed project with the planned condominium project at the north end of Middle Loch and the proposed State Ferry System.
2. Page 1, last paragraph - Delete the phrase "which owns practically the entire railroad right-of-way property", as HECO owns 1/4 of the subject property.
3. Page 3, following the list of easements for various uses within the right-of-way (before the paragraph stating coordination with the affected parties will be required), a new paragraph should be added to include Navy fuel lines in the right-of-way and the Air Force fuel line which crosses the right-of-way.
4. Page 3, fourth paragraph - Substitute "Maui Peninsula" for Pearl City Peninsula. Maui Peninsula is the correct place name for the specific location of the Maui unit of the Pearl Harbor National Wildlife Refuge.
5. Page 3, paragraph 5 - Resolve the use of the term "undeveloped" when referring to the alignment of the path. The document indicates the path follows an unpaved road, a condition not generally considered "undeveloped".
5. Page 3, the last paragraph suggests an SMA permit is required for all portions of the project. An SMA permit is required for the portions of the project on HECO-owned property, the ordinance does not apply to property owned by the federal government. A new paragraph should be added here to indicate a State of Hawaii Coastal Zone management consistency determination will be obtained for the federal land portions of this project.
6. Page 4, section D, second paragraph - we suggest that the language be changed from "not adversely affect the condition of" to "have no effect on".
7. Page 4, fourth paragraph - Substitute "Maui Peninsula" vice Pearl City Peninsula.
8. Page 8, first paragraph - Substitute "Maui Peninsula" vice Pearl City Peninsula.
9. There are several concerns regarding potential contamination in the undeveloped area of the Pearl City Peninsula between Lohua Street and Bridge 10 (Maui Stream). The contamination appears to be the result of prior dumping practices. The extent of contamination and security measures to isolate bike path user from potential contaminants should be addressed. It should also be noted that the former landfill site is included in the Pearl Harbor Naval Complex, National Priorities List (NPL) and is a Department of Defense, Installation Restoration (IR) site. Oil contamination and unauthorized disposal of automobiles have contributed to additional degradation of the area. Potential risks to bikepath users should be assessed.

10. Editorial changes:

- a. P. i, Table of Contents - Change title of section III.B.2 to "Decreased Area Privacy".
- b. Page 3, paragraph 5 - Change "is" in the first sentence to "are"
- c. Page 3 paragraph 5 - Change case of apartment complex "waterfront manor" to "Waterfront Manor".
- d. Page 11, item VI Change "affect" to "effects".
11. Page 9, paragraph 2 - The first statement in this paragraph seems contradictory. It was stated in the first paragraph of page 6 that fencing and signage around the former sanitary landfill and the wildlife refuge prohibits unauthorized access. We suggest indicating that fencing at the above mentioned locations is existing. The term "these areas" includes the wildlife refuge. In addition we suggest, removing this item from the list in the preceding paragraph.
12. We recommend that the City and County of Honolulu provide regular law enforcement patrols of the bikeway.
13. The City and County should be required to accept liability for people and actions resulting from increased access provided by the bikeway.
14. Page 3 - The U.S. Fish and Wildlife Service has an agreement with the Department of the Navy to access the Pearl Harbor National Wildlife, Maui unit. They should be listed as an agency requiring access via the bikeway alignment.
15. Page 4 - Portions of former Oahu Railway and Land Company right-of-way are on the National Register of Historic Places. The proposed bikeway is not on a portion listed. However, a National Historic Preservation Act, Section 106 consultation with the State Historic Preservation Officer (SHPO) will be required to determine if the former railway line is eligible for listing. SHPO review will be required for any planned excavations, as there are several fish pond walls within the proposed alignment.
16. General Comment - The wetland status of proposed areas, which extend outside the old railroad alignment, specifically the area skirting the sewage lift station, will require the approval of the Army Corps of Engineers as it appears to be within a wetland.
17. There needs to be a more thorough discussion of the proposed modifications to Bridge 10 (Maui Stream).
18. General Comment - There should be some discussion of the impacts of the bikeway on the areas in which the bike way has existed. What are the impacts of traffic noise, loss of privacy, vandalism, access by unauthorized vehicles (i.e. motorcycles), crime, and accidents.
19. General Comment - Access strategies should be fully discussed to reduce unauthorized dumping, a severe problem in this area.

ENCLOSURE(1)

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

PACIFIC PIER PLAZA
711 KAPOLANI BOULEVARD, SUITE 1100
HONOLULU, HAWAII 96813



JOSEPH M. HASELUP, JR.
DIRECTOR

AMAR BAJPAL
DEPUTY DIRECTOR

Refer To: 11015
Ser N4(237)/7156

October 6, 1994

M. D. Claussen
Commander, CEC, U.S. Navy
Naval Base Pearl Harbor
Box 110, Code N42
Pearl Harbor, Hawaii 96860-5020

Attention: Stanford Yuen
Dear Commander Claussen:

Subject: Environmental Assessment (EA) for
the Pearl Harbor Bikepath Extension
Kāhala, Oahu, Hawaii

This letter is in response to the comments in your letter dated 24 March 1994 to Mr. Philip Lum of Fukunaga and Associates, Inc., our consultant for the subject project.

With regard to the first comment related to provisions for vehicular access to the Kāhala area adjacent to the bikepath alignment, this access is intended to generally remain as it is presently. As will be explained in the final EA, it is proposed that both bicycle and vehicular traffic share use of the railroad right-of-way. In areas of the right-of-way where there is sufficient width to separate the two travelways, vehicles will be encouraged to keep off the paved bikepath through the use of signage and/or pavement markings. In areas where separate travelways cannot be accommodated, vehicles will be allowed to merge and commingle with the bicycles upon the paved bikepath surface. It is believed that this joint use of the bikepath can be safely implemented due to the relatively slow speeds involved and the low volume of vehicular traffic anticipated, especially if the ceasing of Oahu Sugar's operations in the area result in the weekday (Monday through Friday) closing of the right-of-way's access point at Waipio Point Access Road. Adequate signs will be installed informing both motorists and bicyclists of the joint use of the path.

Regarding the comment concerning the requirement for an Endangered Species Act, Section 7 consultation with the U.S. Fish and Wildlife Service, the Service, after reviewing the Draft EA, has indicated that there are no significant, direct impacts to fish and wildlife resources resulting from the proposed project

Comdr. M. D. Claussen
Page 2
October 6, 1994

(see attached Exhibit "X"). Accordingly, a Section 7 consultation is not warranted.

Response to the remaining comments are as follows:

Item 1 - Project coordination with Waterfront Manor and the Proposed State Ferry System
Will be included in the Final EA.

Items 2-8, 10 - Miscellaneous editorial changes
Will be revised in the Final EA.

Item 9 - Potential risk of contamination
The undeveloped area between Lehua Avenue and Waiawa Stream is presently not restricted to public access, suggesting that the contamination hazard, if any, is uncertain at this time. Accordingly, unless the Navy can ascertain the existence of contamination in this area, it is proposed that investigations into the presence of contamination be performed during the construction phase and be limited to what can be readily seen and identified by the naked eye. If it is determined that contamination exists, possible precautionary measures which would be implemented at that time include adjusting the bikepath alignment, posting warning signs, or at the worst, eliminating the bikepath between Lehua Avenue and Bridge No. 10. This information will be reflected in the Final EA.

Item 11 - Clarification of fencing requirement
The Final EA will be reworded to clarify that the "fencing to cordon off these areas" refers to new fencing constructed along the bikepath alignment. The fact that the sanitary landfill and wildlife refuge is already encompassed by the existing fence will also be emphasized.

Item 12 - Law enforcement patrols
Law enforcement patrols of the completed bikepath will be requested of the Honolulu Police Department.

Item 13 - City and County liability
In the easement agreement with the Navy, the City will appropriately indemnify the U.S. Navy against liability for the City's acts or omissions. The City will also accept liability for its own wrongful actions to the extent required by law.

Item 14 - Fish and Wildlife Service access
As stated earlier, the bikepath may be used for area access by all authorized vehicular traffic.

Comdr. M. D. Claussen
Page 3
October 6, 1994

Item 15 - National Historic Preservation Act, Section 106. Consultation

A Section 106 consultation has been initiated in which it has been preliminarily determined that the project will have no effect on historic properties, and that the portion of the railroad right-of-way within the project limits is not eligible for inclusion on the National Register of Historic Places. We are currently awaiting confirmation of this determination by the State Historic Preservation Division. See attached Exhibit "B."

Item 17 - Bridge Information
Will be included in the Final EA.

Item 18 - History of Bikepath Impacts

The Final EA will state that the existing Pearl Harbor Bikepath has been well received by the public and is used frequently. There are no indications that the bikepath significantly increased problems with respect to noise, loss of privacy, vandalism, unauthorized vehicular use, crime and accidents.

Item 19 - Access Strategies

Unauthorized dumping is believed to primarily result from unregulated vehicular access into the railroad right-of-way, especially during weekdays when the existing gate at the Waipio Point Access Road terminus is open for Oahu Sugar Company's cane haul operations. Other means of entering the right-of-way by vehicle include a dirt road which approaches the right-of-way from behind Leeward Community College and another dirt road connection which crosses beneath Waipio Point Access Road and leads up a steep driveway to connect to Waipio Point Access Road.

The bikepath is not intended to impose any direct controls on vehicular access into the railroad right-of-way. Accordingly, it is possible that unauthorized dumping may continue even after the bikepath is completed and in use. However, the increased exposure of the area to the public, and the greater presence of "witnesses" anticipated as a result of the bikepath may discourage illegal dumping practices and other unlawful activities in the area. This benefit is described in the EA.

We hope we have addressed your concerns to your satisfaction. Thank you for your comments.

Sincerely,


JOSEPH A. MAGALDI, JR.
Director

Attachments

cc: Fukunaga and Associates, Inc.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pacific Islands Office
P.O. Box 60167
Honolulu, Hawaii 96860



degradation activities intensify. The Service does not have the staff or funding to manage increased public use (authorized or unauthorized) of Refuge lands. The Service does not object to the "wait and see" attitude proposed in the Draft EA. However, a specific person or department, which the Service can present future concerns to, should be identified.

In Reply Refer To: AAP

APR 29 1994

Mr. Philip M. H. Lum
Pukunaga & Associates, Inc.
1388 Keplolani Boulevard, 2nd floor
Honolulu, Hawaii 96814

Re: Draft Environmental Assessment for the Pearl Harbor Bike Path Extension Waiawa, Oahu, Hawaii TMK 9-7-16:1, 9-6-3:1, 9-4-8:2 and 9-4-8:24

Dear Mr. Lum:

The U.S. Fish and Wildlife Service (Service) has reviewed the Draft Environmental Assessment (EA) for the Pearl Harbor Bike Path Extension in Waiawa, Oahu, Hawaii. The Department of Transportation (DOT) Services of the City and County of Honolulu proposes to construct a 1.5 mile bike path within the railroad right-of-way, from Leleua Avenue to the Waipio Point Access Road. The proposed path will extend from the existing Pearl Harbor bike path, and the action is consistent with the State's 1977 Bike Way Master Plan. The Service offers the following comments for your consideration.

The Draft EA adequately describes the existing environmental conditions at the project site. The Service has not identified significant, direct impacts to fish and wildlife resources that will result from implementation of the proposed project. The affected areas for the bike path alignment lack wetlands and do not provide habitat for rare, threatened, or endangered species. Therefore, the Service concurs with the Negative Declaration finding and determination that an Environmental Impact Statement is not required for the project.

However, the Service has identified several additional issues related to the bike path access project that should be addressed in the Final EA document. A discussion of these issues and Service recommendations to resolve them follow.

1. Although the existing vegetation barrier and high dike berm currently minimize disturbances to wildlife resources at the Waiawa Unit of the Pearl Harbor National Wildlife Refuge (Refuge), increased access to the area may increase opportunities for public trespass onto Refuge lands and vandalism, and degradation of the existing environment along the new bike path by uncaring and irresponsible individuals. Despite the DOT Services provision for regular routine maintenance for the bike path's service life, additional security and safety measures may be required if vandalism and

EXHIBIT A

2. Service access to the Refuge may be hindered during the construction period. Usually, Service personnel require access to the Refuge at least twice a week to perform surveys, pump maintenance, nest surveillance, and other related activities. Therefore, we recommend that Refuge personnel be provided with a description of construction techniques, notified of the construction schedule, and advised of any special actions that must be coordinated with the DOT Services to insure that access to the Refuge is maintained during project construction.

3. The proposed bike path alignment is located on the right-of-way that is currently maintained and managed by Chevron, Inc (Chevron). Therefore, the Service recommends close coordination with Chevron prior to and during construction and maintenance of the proposed bike path. A special use permit or legal agreement may be required since the path will be located over active fuel pipelines.

We appreciate the opportunity to provide these comments. If you have any questions, please contact Fish and Wildlife Biologist, Aylene Pangelinan at 808/541-3441, or Refuge Manager, Johnny Beall at 808/637-6330.

Sincerely,

Robert P. Smith
Field Supervisor
Pacific Islands Office

cc: R/W

JUL 01 1994

Mr. Keith W. Ahue
Page 2
July 5, 1994

We respectfully request your concurrence with the determinations of no effect and non-eligibility stated above. Should you have any questions, please contact Mark Kikuchi of my staff at 527-5026.

July 5, 1994

Sincerely,


JOSEPH M. MAGALDI, JR.
Director

Mr. Keith W. Ahue
Chairperson
Board of Land and Natural Resources
State of Hawaii
P. O. Box 621
Honolulu, Hawaii 96809

rlv(M. Kikuchi)

cc: PACNAVFACENGCOM, Code 23
Fukunaga and Associates, Inc.

PHBKAHUE.DOC

Attention: Historic Preservation Division

Dear Mr. Ahue:

Subject: Pearl Harbor Bikepath Extension
Department of Transportation Services
City and County of Honolulu

This is in response to your letter dated March 10, 1994 (File No: 94-490a, Doc. No: 4216) addressed to Mr. Philip Lum of Fukunaga and Associates, Inc., our consultant for the subject project. We understand that the portion of the Oahu Railway and Land (OR&L) right-of-way within the limits of the proposed bikepath project may be eligible to be included on the National Register of Historic Places. Determination of this eligibility is necessary, and because Federal lands are involved, it must go through the Section 106 review process of the National Historic Preservation Act.

In accordance with the above requirement, we have engaged in preliminary consultation with Ms. Elaine Jourdain of the State Historic Preservation Division, and Dr. Bruce Masse, Navy Archeologist. Based on their findings, it is believed that the proposed project will have no effect on historic properties. In addition, we believe the portion of the OR&L right-of-way within the project limits has no specific significance to merit consideration as a historic site. This determination has been made based on the fact that this portion of the railroad track has been destroyed by previous land clearing activities.

EXHIBIT B

JUL 07 1994