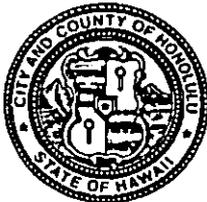


DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4564 Fax: (808) 523-4567
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JEREMY HARRIS
MAYOR



September 11, 2000

GARY Q. L. YEE, AIA
DIRECTOR

ROLAND D. LIBBY, JR., AIA
DEPUTY DIRECTOR

REC'D OF ENVIRONMENT/
QUALITY CONTROL

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Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

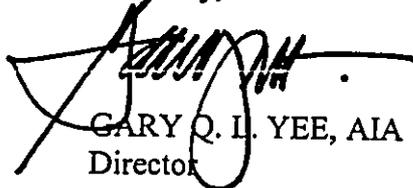
Dear Ms. Salmonson:

Subject: Finding of No Significant Impact (FONSI) for Site Improvements to Maunalua Bay Beach Park; TMK 3-9-07:008, 011, and 032; Honolulu, Oahu, Hawaii

The City and County of Honolulu, Department of Design and Construction (DDC), has reviewed the comments received during the 30-day public comment period, which began on June 8, 2000. The DDC has determined that this project will have no significant environmental effects and has issued a FONSI. Please publish this notice in the September 23, 2000, OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form and four copies of the final Environmental Assessment. Please call Carl Braun of the City and County of Honolulu, Department of Design and Construction at 523-4799, or Dina Wong of Plan Pacific, Inc. at 521-9418 extension 14 if you have any questions.

Sincerely,


GARY Q. L. YEE, AIA
Director

GQLY:pr

Attachments:

- 1) Completed OEQC Publication Form
- 2) 4 copies of final EA for Site Improvements to Maunalua Bay Beach Park

cc: Dina Wong, Plan Pacific, Inc.

115

SEP 23 2000

FILE COPY

2000-09-23-0A-~~FEA-~~

(SITE IMPROVEMENTS TO MAUNALUA BAY BEACH PARK)
Final Environmental Assessment and
Finding of No Significant Impact (FONSI)

Prepared for:
City & County of Honolulu
Department of Design and Construction

Prepared by:
PlanPacific

August 2000

SITE IMPROVEMENTS TO MAUNALUA BAY BEACH PARK

***Final Environmental Assessment and
Finding of No Significant Impact (FONSI)***

Prepared for:
City & County of Honolulu
Department of Design and Construction

Prepared by:
PlanPacific

August 2000

SUMMARY OF PROPOSED ACTION

Project:	Site Improvements to Maunalua Bay Beach Park		
Proposing Agency:	City & County of Honolulu Department of Design and Construction 650 South King Street, 9 th Floor Honolulu, Hawaii 96813 Contact: Carl Braun, 523-4799		
Approving Agency:	City & County of Honolulu, Department of Design and Construction		
Location:	Maunalua Bay Beach Park, Hawaii Kai, City & County of Honolulu, Oahu, Hawaii		
Proposed Action:	Develop a canoe halau and improve landscaping		
Description of Parcels by Tax Map Key:	3-9-07:008	3-9-07:011	3-9-07:032
Land Area:	1.47 acres	3.48 acres	0.72 acres
Landowner:	City & County of Honolulu	State of Hawaii, under Executive Order 2626 to the City & County of Honolulu, Department of Parks and Recreation	State of Hawaii, under Executive Order 2626 to the City & County of Honolulu, Department of Parks and Recreation
Present Use:	Park use	Park use	Park use, including canoe and kayak activities
State Land Use District:	Urban	Urban	Urban
Development Plan Land Use Designation:	Parks & Recreation	Parks & Recreation	Parks & Recreation
Present Zoning:	P-1 Restricted Preservation; P-2 General Preservation	P-2 General Preservation	P-1 Restricted Preservation; P-2 General Preservation
Special Management Area:	Yes	Yes	Yes
Determination:	Finding of No Significant Impact (FONSI)		

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EXHIBITS

COMMENT LETTERS AND RESPONSES

LIST OF EXHIBITS

- Exhibit 1: City and County of Honolulu, Department of Parks and Recreation, Rules and Regulations Governing the Construction and Operation of Canoe Shelters on City Park Properties
- Exhibit 2: Location Map
- Exhibit 3: Conceptual Site Plan
- Exhibit 4: Tax Map Key Boundaries with Proposed Project
- Exhibit 5: Site Plan for Canoe Halau
- Exhibit 6: Exterior Elevations of Canoe Halau
- Exhibit 7: Section of Canoe Halau
- Exhibit 8: Landscape Improvements – Picnic Area Parcel 11
- Exhibit 9: Landscape Improvements – Canoe Halau Parcel 32
- Exhibit 10: Letter from State Department of Land and Natural Resources, Historic Preservation Division
- Exhibit 11: View of Canoe Halau from Kalanianaʻole Highway Bridge (ewa of Hawaii Kai Drive)
- Exhibit 12: View of Canoe Halau from Kalanianaʻole Highway, Eastbound
- Exhibit 13: View of Canoe Halau from Kalanianaʻole Highway, Westbound
- Exhibit 14: Photographs of Subject Properties and Surroundings
- Exhibit 15: Map Key for Photographs

1. DESCRIPTION OF THE PROPOSED ACTION

The City & County of Honolulu Department of Design and Construction (DDC) proposes to develop a canoe halau and improve landscaping at Maunalua Bay Beach Park in Hawaii Kai. The proposed project is a product of the City's East Honolulu Vision Team and was funded in the City's FY 2000 budget.

1.1 TECHNICAL CHARACTERISTICS

1.1.1 Purpose of the Project

The purpose of this project would be to:

- **Develop a Canoe Halau.** The proposed project would provide a permanent and secured storage facility for canoes, kayaks and related equipment, as well as provide an informal gathering area for paddlers. It would be used by the local canoe paddling community which includes, among others, Hui Nalu, Maunalua Bay Canoe Club, and Na Opio Racing Association. The proposed facility would support Hawaiian outrigger canoeing which is a growing recreational sport, as well as a vehicle for personal growth, character development, education, and awareness of Hawaiian cultural values.

The proposed canoe halau would be constructed by the City & County of Honolulu, Department of Design & Construction (DDC) and overall management of the facility would be provided by the City & County of Honolulu Department of Parks and Recreation (DPR). DPR has adopted rules and regulations regarding the construction and operation of canoe shelters on City park properties (see **Exhibit 1**). These rules and regulations fulfill special conditions relating to canoe storage facilities at City parks, as codified in *Section 10-2.5, Revised Ordinances of Honolulu 1990* (ROH). One of the conditions states that DPR establish policies to ensure that halaus shall be operated to provide equal opportunity for use by all canoe organizations wishing to store their canoes and kayaks.

According to DPR's rules and regulations, canoe clubs using the proposed facility must have membership that is open to the general public. Furthermore, permits to store canoes in a canoe shelter are issued on an annual basis to canoe clubs by the DPR, Parks Permit Section only after approval by their respective canoe association, e.g., Oahu Hawaiian Canoe Racing Association, Na Opio Racing Association, and Hui Waa. Canoe associations are required to furnish DPR with a listing of canoe storage space assignments. The proposed canoe halau would also be open, on a space available basis, to canoe clubs who are not members of any canoe association.

Daily maintenance of the proposed canoe halau would be the responsibility of the canoe club using the storage facility. Repairs to the facility would be made by the City.

- **Improve Landscaping.** The proposed project would improve the aesthetic and recreational environment at the canoe halau site and at the kokohead end of Maunalua Bay Beach Park by providing additional shade trees, shrubbery, and groundcover. An accessible pathway for persons with disabilities would be provided from the existing sidewalk on Kalaniana'ole Highway to the canoe halau. The five-station fitness course, described in Section 1.1.2 below, would be located along the pathway.

1.1.2 Physical Characteristics

Location

The proposed project is located at Maunalua Bay Beach Park in Hawaii Kai (see **Exhibits 2 and 3**). The 5.4-acre beach/shoreline park is situated between the entrances to the Kala Kai and Hawaii Kai Marinas. The park stretches approximately 0.45 miles along the makai side of Kalaniana'ole Highway.

The proposed project consists of three parcels (see **Exhibit 4**):

- (1) **TMK 3-9-07:008, referred to as Parcel 8** – This 64,069 square foot parcel is adjacent to the makai edge of Kalaniana'ole Highway. It is owned by the City & County of Honolulu and is located entirely within the Special Management Area (SMA).
- (2) **TMK 3-9-07:011, referred to as Parcel 11** – This 151,719 square foot parcel is located at the kokohead end of the park. It is owned by the State of Hawaii and is under Executive Order 2626 which grants control and management of Maunalua Bay Beach Park to the City & County of Honolulu, Department of Parks and Recreation. It is located entirely within the SMA.
- (3) **TMK 3-9-07:032, referred to as Parcel 32** – This 31,306 square foot parcel is located at the ewa end of Maunalua Bay Beach Park. It is owned by the State of Hawaii and is also under Executive Order 2626. This parcel is located entirely within the SMA.

Canoe Halau

Siting. The proposed canoe halau is planned for the ewa end of Maunalua Bay Beach Park on Parcel 32 (see **Exhibit 5**). The facility will be beyond the required 55-foot shoreline setback. The proposed canoe halau would be situated approximately 60 feet from the natural vegetation line (assumed to be the top of the

channel bank). Although the entire building will be on Parcel 32, grading on a portion of Parcel 8 will be required.

The proposed canoe halau will be oriented towards the channel leading into Kala Kai Marina rather than facing Maunalua Bay. Canoes will be launched in the ewa direction (no change from how they are presently launched). The proposed facility will be sited in a manner which maximizes ventilation and allows flow-through circulation from both the water and trailer loading directions.

Launching platforms or other docking provisions are not needed and off-street parking will continue to be accommodated on the adjacent State-owned Maunalua Bay Boat Launching Ramp Facility. The City Department of Parks and Recreation (DPR) and the State Department of Land and Natural Resources (DLNR), Division of Boating and Ocean Recreation (DOBOR) presently have an informal joint use agreement regarding use of the parking lot that is not expected to change once the proposed canoe halau is completed.

Components. The proposed facility will measure approximately 50 feet by 50 feet and will not exceed 25 feet in height. Components of the canoe halau will include:

- Adjustable interior storage racks that can accommodate 20 to 24 six-man canoes (40 to 44 feet in length) and 20 to 24 one-man canoes or kayaks (22 feet in length).
- Secured storage room for equipment (e.g., paddles, canoe covers) and additional storage in an attic loft.
- Informal gathering area for paddlers.
- Water spigots off of building exterior for hosing off canoes.
- The existing outdoor shower will be retained. No additional showers or restroom facilities will be provided due to the lack of potable drinking water and sewer infrastructure in this portion of the park (design provisions will be made for future installation when services become available).
- Trailer parking spaces with security pole.
- Sidewalk around building.
- Handicap accessible pathway from the existing sidewalk on Kalaniana'ole Highway to the canoe halau.

Design Features. The design of the proposed canoe halau will be appropriate from both a cultural and contextual standpoint with historic reference made to the Outrigger Canoe Club as it appeared in the early 1900s. The sides of the facility will be kept as open as possible so that flow-through circulation is achieved. The facility will feature a sloped copper roof structure; metal security grille panels and gates

fabricated with galvanized steel; and moss rock walls (see **Exhibits 6 and 7**). The exterior of the building will be lighted. The area immediately surrounding the canoe halau will be landscaped and regrassed.

To address potential flooding, fill heights averaging 1.5 to 2.5 feet will be constructed in order to raise the finished floor to an elevation of six feet. It is anticipated that approximately 800 cubic yards of structural fill will be imported. Gradual transition from the floor of the canoe halau to existing grade will require site grading in an area extending around the building.

Landscaping Improvements

Landscaping improvements are proposed for Parcels 11 and 32 (see **Exhibits 8 and 9**). Additional shade trees, shrubbery, and groundcover are planned for both sites and a five-station fitness course is planned for the kokohead end of Parcel 32.

Parcel 11. Landscape improvements for this parcel, located at the kokohead end of Maunalua Bay Beach Park, include native Hawaiian trees, such as hala; native Hawaiian groundcover, such as naupaka; a medium canopy shade tree, such as beach heliotrope, tree kou, or autography; 30 new coconut palms; and open lawn grass, such as common bermuda grass or seashore paspalum.

Repair and retrofit of an existing irrigation system is also proposed for Parcel 11. Past attempts for planting in this area have been thwarted by high salt and wind conditions, coupled by lack of proper post-planting care. A six-month extended care program will be implemented after the initial planting, supplemented with a temporary irrigation system for more frequent watering during the initial "taking" period. Plant material will consist of native and low-height species.

Parcel 32. Landscape improvements for this parcel include tropical accent shade trees, such as hala and autograph; native Hawaiian groundcover, such as naupaka; new coconut palms; and shrub mass, such as dryland taro.

The five-station fitness course, a system for outdoor fitness and conditioning, will be designed to work different muscle groups. It could include, for example, a jump touch bar, parallel bar, pull-up bar, and a sit-up bench. The fitness course will be located along the proposed pathway that will lead from the existing sidewalk on Kalaniana'ole Highway to the canoe halau.

1.1.3 Construction Timetable and Funding Source

Construction is expected to begin in November of 2000 and be completed by April 2001. As mentioned earlier, the proposed project is a product of the City's East Honolulu Vision Team. A total of \$650,000 for planning, design, and construction of site improvements was included in the City's FY 2000 budget.

1.2 ECONOMIC AND SOCIAL CHARACTERISTICS

The project will not create any long-term jobs and no new residential structures are being proposed. The canoe halau and landscape improvements, however, will enhance the social, cultural, and recreational opportunities available at Maunalua Bay Beach Park. The canoe halau will promote Hawaiian culture via outrigger canoeing activities and there will likely be enhanced usage of the park for picnicking and other recreational activities.

1.3 ENVIRONMENTAL CHARACTERISTICS

As mentioned earlier, all three parcels of the proposed project are located entirely within the SMA. Furthermore, all three parcels are located in a flood zone and a tsunami inundation zone.

2. DESCRIPTION OF THE AFFECTED ENVIRONMENT, IMPACTS, AND MITIGATION

2.1 PHYSICAL SETTING

The proposed project is located at Maunalua Bay Beach Park in Hawaii Kai. This 5.4-acre beach/shoreline park is constructed of dredged material and extends approximately 0.45 miles along the makai side of Kalaniana'ole Highway between the entrances to the Kala Kai and Hawaii Kai Marinas. The shoreline fronting the park is primarily loose rubble, mud, and sand. A 600-foot rock revetment forms a small cove protecting the adjacent State-owned boat launching ramp.

2.1.1 Existing Uses

Maunalua Bay Beach Park is primarily used for boating, canoeing, kayaking, snorkeling, diving, and picnic activities. Park facilities include a comfort station located at the kokohead end of the park on Parcel 11 and a four-head shower on Parcel 8. Shade trees and picnic tables are located throughout the park.

Maunalua Bay Beach Park is used year-round for canoe paddling and kayaking. Peak activity occurs during regatta season which runs from April to August. During this time, about 150 to 250 paddlers practice during the weekday afternoons. Long distance season extends from August to October. About 50 paddlers practice daily during these months. The park is also used for canoe paddling between September and January when about 200 paddlers from nearby high schools practice on weekdays. Maunalua Bay Beach Park is the site for three one-day racing events held in March, May, and September.

Makai of the beach park is the highly used State-owned Maunalua Bay Boat Launching Ramp Facility. Facilities at the ramp include a double-lane launch ramp, a loading dock, paved parking area, and two solar-powered lightpoles which provide limited night illumination at the launching ramp. The parking area presently has 45 spaces for passenger vehicles, two handicapped spaces, and 48 trailer spaces. The City Department of Parks and Recreation (DPR) and the State Department of Land and Natural Resources (DLNR), Division of Boating and Ocean Recreation (DOBOR) presently have an informal joint use agreement regarding use of the parking lot. Over the years, the parking lot has been used on a regular basis by users of the City's beach park, including canoe paddlers and kayakers, and by users of the State's boat launching ramp. The parking lot has sufficient capacity to accommodate all users and is full only when special events, such as canoe races, are held.

Parcel 8

A four-head shower and picnic table are located on Parcel 8. There are two mid-sized banyan trees and numerous coconut palms. The site is primarily used for the shower, picnicking, and other passive recreation activities.

Parcel 11

Parcel 11 at the kokohead end of the park is primarily used for picnicking and passive recreation. The area is lawned and has picnic tables along the shore edge. The site has several trees and a small parking lot that can accommodate between five to six vehicles. The existing irrigation system on Parcel 11 is antiquated.

Parcel 32

Parcel 32, the site of the proposed canoe halau, has been used by the community as a canoe launching and open storage area since the 1960s. A bulletin board for use by canoe clubs and other organizations and park exercise equipment are located near the ewa-makai corner of the site. The site has a picnic table and several trees. Rock boulders presently line the makai edge of Parcel 32.

2.1.2 Climate

The Hawaii Kai climate is usually sunny with moderate rainfall. Northeast tradewinds follow the valley between mountain ridges and can be strong and gusty. Wind at the shoreline is offshore. Winter is the wettest and coldest period of the year.

The proposed action will have no effect on climatic conditions and no mitigative measures are necessary.

2.1.3 Topography and Soil Characteristics

The project site is level and located at approximately sea level. Soils found on the site are defined as "Fill Land, Mixed."¹ This land type occurs mostly in areas adjacent to the ocean. Maunalua Bay Beach Park is constructed primarily from dredged material. Historic maps from the late 1800s also indicate that the original shoreline was in the vicinity of the current Kalaniana'ole Highway. This land type is used for various forms of urban development.

Presently, Parcels 8 and 11 are fairly well-grassed. The existing grassing on Parcel 32, however, is sparse and the majority of the site drains to the ocean. Site grading

¹ United States Department of Agriculture, Soil Conservation Service in cooperation with the University of Hawaii, Agricultural Experiment Station; *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*; August 1972.

and landscaping will add much needed grassing to Parcel 32 and reduce the amount of runoff heading directly to the ocean.

No major alternations to the topography of the site will occur; thus, no mitigative measures are necessary. Furthermore, the soil is generally suited for the proposed construction, and any impact due to construction will be negligible.

2.1.4 Flood Hazard

According to the Federal Emergency Management Agency, the three subject properties are located in a flood zone. Flood insurance rate maps designated all three parcels as Zone AE (except for the mauka-ewa tip of Parcel 8 which is in Zone A) with a base flood elevation for a 100-year storm of between five and six feet. According to the *Land Use Ordinance*, all three parcels are in the flood fringe district. Based on maps prepared for the Oahu Civil Defense Agency, the subject properties are also located in a tsunami inundation zone.

The proposed action will not exacerbate any hazard conditions. Planning and design for the project will comply with flood district and other structural standards to mitigate any potential damages. The sides of the canoe halau will be designed to be as open as possible so that wind can flow through the structure. To address potential flooding, fill heights averaging 1.5 to 2.5 feet will be constructed in order to raise the finished floor to an elevation of six feet.

The potential impact of destructive winds and torrential rainfall of tropical storms and hurricanes on the proposed canoe halau will be mitigated by compliance with the Uniform Building Code adopted by the County. Furthermore, in the event of significant damage to the canoe halau, the proposing agency also acknowledges that one of the potential mitigative measures would include removal or relocation of the canoe halau.

2.1.5 Flora and Fauna

Vegetation on the subject properties consists primarily of grass, alien weeds, and trees of common varieties. There are no rare, endangered, or threatened species of plants or wildlife that inhabit the project site.

The proposed action will not require the removal of any trees, except for one coconut palm which will be relocated from the building site of the proposed canoe halau. New trees will be planted on the subject properties and the area around the canoe halau will be landscaped with additional coconut palms and hala trees. Vegetation on Parcel 11 will benefit from the repair and retrofit of an existing irrigation system that is proposed as part of this project. In sum, the proposed landscape improvements will enhance the area visually and as a place for passive recreational enjoyment.

2.1.6 Significant Habitats

There are no threatened or endangered aquatic species, such as green sea turtles or brackish water fish, which regularly use the channel to and from Kala Kai Marina. According to the National Marine Fisheries Service (NMFS), green sea turtles are occasionally sighted in the Kala Kai and Hawaii Kai Marinas. The channel leading into the Kala Kai Marina, however, is not a sea turtle study site for the NMFS. Furthermore, neither construction activities nor operations of the proposed canoe halau will impact the sea turtles.

The nearest significant habitat to the project site is the Paiko Lagoon Wildlife Sanctuary, located approximately 0.75 miles ewa of Maunalua Bay Beach Park. Paiko Lagoon, formerly a coastal fishpond, is fed by a freshwater spring and Kuliouou Stream and is managed by the State Department of Land and Natural Resources. This wildlife sanctuary provides habitat to the endangered Hawaiian Stilt as well as other migratory waterbirds.

The nature of the proposed project and its distance from the sanctuary ensure that this wildlife habitat will not be affected; thus, no mitigative measures are necessary.

2.1.7 Historical and Cultural Resources

No archaeological or cultural features of historic origin have been observed on the premises. As mentioned earlier, this area of the shoreline base consists of fill soils which were used to enlarge the shoreline which was originally located in the vicinity of Kalaniana'ole Highway. As such, the State Department of Land and Natural Resources, Historic Preservation Division, believes that it is highly unlikely that there are any significant historic or archaeological features on the site (see **Exhibit 10**).

Should archaeological remnants be unearthed, work would be halted and the State Historic Preservation Office notified to assess impacts and implement mitigative measures deemed necessary.

2.1.8 Noise

Existing noise levels at the project site are consistent with similar coastal locations in the surrounding area. Traffic noise from Kalaniana'ole Highway is the predominant source of background noise in the vicinity of the project site.

Ambient noise conditions will be impacted by construction activities related to the proposed canoe halau. Heavy construction equipment, such as bulldozers, front-end loaders, and materials-carrying trucks and trailers, would be the dominant source of noise during the site construction period. Construction noise from these machines and vehicles may impact residents in the townhomes ewa of the project site, but will be confined to daylight working hours only and should be relatively short-term. Construction activities will comply with the State Department of Health's *Administrative Rules, Chapter 11-46*. Once the construction is completed, it is

anticipated that the canoe halau will not have an adverse impact upon existing noise characteristics; thus, no long-term mitigative measures are necessary.

2.1.9 Air Quality

Presently, air quality in the area is mostly affected by air pollutants from vehicular sources. As mentioned earlier, the project site is located at Maunalua Bay Beach Park which is adjacent to Kalaniana'ole Highway. This major roadway links Kailua to Honolulu and presently carries a high level of vehicular traffic, particularly during the morning and evening commute periods.

Air quality impacts attributed to the project will include dust generated by short-term, construction-related activities. Site work such as grading and construction of the canoe halau, for example, will generate airborne particulates. Dust control measures such as regular watering and sprinkling will be implemented as needed to minimize wind-blown emissions. Other dust control measures stipulated in State air pollution control regulations (*Administrative Rules, Chapter 60, Title 11* of the State Department of Health) may be employed as needed. Once the construction is completed, it is anticipated that the canoe halau will not have an adverse impact upon air quality in the area; thus, no long-term mitigative measures are necessary.

2.1.10 Water Quality

The waters of Maunalua Bay are designated as Class A by the State Department of Health (DOH). It is the objective of Class A waters that their use for recreational purposes and aesthetic enjoyment be protected. According to the DOH, the coastal waters fronting Maunalua Bay Beach Park are not considered an impaired coastal segment.² These waters appear clean, support both aquatic plant and animal communities, and provide opportunities for human recreation.

The proposed canoe halau will not change the ocean-related activities that currently take place at Maunalua Bay Beach Park, except for providing protected and secured storage space for the canoes and kayaks. During the construction period, the impact to coastal waters from polluted runoff will be minimized by implementing management measures and practices contained in *Hawaii's Coastal Nonpoint Source Control Plan*. Given the nature of the proposed project, there will be no effect on coastal waters fronting Maunalua Bay Beach Park; thus no long-term mitigative measures are necessary.

² Hawaii State Department of Health, Environmental Planning Office; *Hawaii's Water Quality-Limited Waters: The 1997 Assessment*, March 1997.

2.1.11 Visual Resources

One of the most significant coastal views in East Honolulu is from the section of Kalaniana'ole Highway fronting Maunalua Bay Beach Park. From this public right-of-way, there are scenic views of the ocean and Koko Head.

Parcel 32 is located between the boat launching ramp facility on the makai side and Kalaniana'ole Highway on the mauka side. Since the roof of the canoe halau is the main visual element from the highway, it was designed with two main objectives: (1) to be as low-profiled as possible; and (2) to incorporate an aesthetically pleasing sloped roof.

Due to the siting and design of the proposed canoe halau, the structure will not obstruct the ridgeline of Koko Head from the viewpoint of a pedestrian standing on the Kalaniana'ole Highway bridge ewa of Hawaii Kai Drive (see **Exhibit 11**). In addition, existing trees on the site would partially screen the canoe halau, particularly its roofline, from view.

Makai views from vehicles traveling in either direction on Kalaniana'ole Highway are also not significantly impacted by the proposed canoe halau. When traveling eastbound on Kalaniana'ole Highway, views of the halau are at first blocked by the bridge's railing or end pediment. The structure comes into full view for only a brief moment before leaving the driver or passenger's viewplane (see **Exhibit 12**). When traveling westbound, makai views are at first obstructed by plantings in the median strip. When the canoe halau does come into sight, the adjacent three-story townhomes and the Kuliouou valley walls are seen as a backdrop to the proposed canoe halau (see **Exhibit 13**). Locating the proposed canoe halau elsewhere in Maunalua Bay Beach Park would adversely impact makai viewplanes from Kalaniana'ole Highway.

The proposed canoe halau would have less of a visual impact on nearby residences. From the adjacent townhomes, the canoe halau would not obstruct views of Koko Head's ridgeline. Furthermore, makai viewplanes from residences on the mauka side of Kalaniana'ole Highway are already partially obstructed by a rise in the roadway/bridge, thus lessening the visual impact of the proposed canoe halau. From the first floor of residences mauka of the highway, only the upper portion of the halau, primarily the sloped roof, would be visible.

In sum, the proposed project will have positive effects on Maunalua Bay Beach Park. Views of the subject properties will be enhanced by the addition of trees and other landscaping elements.

2.2 SOCIO-ECONOMIC ENVIRONMENT

Hawaii Kai, one of the larger and more affluent communities on Oahu, had a resident population of approximately 27,400 in 1990 (U.S. Census). The community

is considered a relatively stable residential area and the population tends to be younger compared to East Honolulu as a whole.

Hawaii Kai is primarily known for its low-density single-family houses, but also contains medium-density townhouse and high-rise residential apartments. Commercial uses in the immediate vicinity of the project site include the Hawaii Kai Corporate Plaza, Hawaii Kai Executive Plaza, and the Hawaii Kai Towne Center. The latter is East Honolulu's largest retail complex and includes "big box" stores that attract shoppers from outside the region. Recreational facilities in the vicinity of the project site include the Hawaii Kai Marina and Kuliouou Beach Park.

On a short-term basis, the proposed project will support construction and construction-related employment. On a long-term basis, the canoe halau will not have an impact on employment opportunities, nor will it have an impact upon local population levels.

The proposed canoe halau supports a growing sport among adults and young athletes and promotes Hawaiian culture via Hawaiian outrigger canoeing activities. Canoe paddling is a constructive after-school activity that promotes family values, teamwork, commitment, good sportsmanship, and care of the environment. The proposed action will benefit the local canoe paddling community which includes, among others, Hui Nalu, Maunalua Bay Canoe Club (supports Kaiser and Kalani High Schools), Na Opio Racing Association, Word of Life Christian Center, Punahou Paddling, and Voyaging Program (supports Kalaheo, Kailua, Castle, Kaiser, Waialua, and Waipahu High Schools).

It is anticipated that the majority of those who will use the proposed canoe halau already paddle and use the present facilities at Maunalua Bay Beach Park. Thus, the net increase in canoe paddling and kayak activities resulting from the proposed project is not expected to be significant.

Overall, the canoe halau and landscape improvements will enhance park facility use, particularly for canoe paddling, kayaking, and picnic activities. The proposed project adds to the quality of recreational opportunities available in East Honolulu and is viewed as a positive impact; thus no mitigative measures are necessary.

2.3 INFRASTRUCTURE

2.3.1 Roadways

Primary access to and from the subject properties is from Kalaniana'ole Highway, the only major roadway arterial in East Honolulu. The Highway links Honolulu to the communities of East Honolulu and is also a scenic, secondary route for travel between Kailua/Waimanalo and Honolulu. Portions of the highway were recently widened and upgraded so that the entire 4.2-mile stretch between Ainakoa Avenue

and Keahole Street consists of six lanes (three lanes in each direction). The Highway is heavily used during the morning and evening commute hours.

Major roadway collectors in East Honolulu are those leading from Kalanianaʻole Highway into the ridge and valley neighborhoods. Important intersections near the project site include Hawaii Kai Drive and Keahole Street. Both roadways serve as primary access routes to and from Hawaii Kai. However, because a section of Hawaii Kai Drive in the Kāmilonui Valley area has not been completed, it does not function as an additional mauka access route linking Maunalua Bay to Kalama Valley.

Hawaii Kai Drive and Keahole Street also provide access to and from the subject properties. Both roadways end at Maunalua Bay Beach Park. Hawaii Kai Drive ends at the ewa-end of the parking lot located on the Maunalua Bay Boat Launching Ramp Facility site. A two-lane access road extends the length of the parking lot, connecting Hawaii Kai Drive and Keahole Street.

On a short-term basis, kokohead-bound traffic flow on Kalanianaʻole Highway may be impacted as construction vehicles enter and exit the project site. This impact, however, is not considered significant since Kalanianaʻole Highway has three lanes headed in the kokohead direction and project related delays experienced by motorists, if any, are anticipated to be minor. On a long-term basis, there are no anticipated traffic impacts associated with the proposed action; thus no mitigative measures are necessary.

2.3.2 Water Supply

The project site is presently served by an existing three-inch compound water meter. There is no potable water source on Parcel 32. The existing shower facility, located on Parcel 8, is serviced by a non-potable irrigation line. There are posted warnings inscribed in the shower's concrete floor that the water is not drinkable. The nearest potable water sources are the comfort station located at the kokohead end of Maunalua Bay Beach Park or across Kalanianaʻole Highway. As mentioned earlier, the proposed project includes the repairing and retrofitting of an existing irrigation system on Parcel 11.

The existing water system is presently adequate to accommodate the proposed park improvements. The City Department of Design and Construction will coordinate with the Fire Prevention Bureau of the Honolulu Fire Department for on-site fire protection requirements.

Groundwater resources at Maunalua Bay Beach Park is found at a depth of approximately four feet. The depth of the groundwater varies with tidal fluctuations.

Given the low quantity of water required for irrigating the proposed landscape improvements on Parcel 11, impact to the ground water resource will be insignificant.

2.3.3 Wastewater

Maunalua Bay Beach Park is presently not connected to the municipal wastewater system. Water from the existing shower on Parcel 8 drains directly into the ground. The existing comfort station at the kokohead end of Maunalua Bay Beach Park is connected to a cesspool waste system.

The proposed project does not include showers or restroom facilities, thus there will be no direct impacts to the wastewater system. Indirect or cumulative effects of building the canoe halau will also not be significant since the proposed project will not change how the site is presently used, except by providing a permanent storage facility. It is anticipated that the majority of those who will use the proposed canoe halau already paddle and use the present facilities at Maunalua Bay Beach Park. As such, additional wastewater generated from the existing showers and restroom facilities and its affect on nearshore water quality is not expected to be significant. Given the above, the proposed canoe halau does not warrant an additional comfort station or hook-up to the municipal sewer system.

2.3.4 Stormwater

Presently, stormwater on Parcel 8 primarily drains to an existing inlet at the corner of Hawaii Kai Drive and Kalaniana'ole Highway. Stormwater on Parcels 11 and 32 drains toward the ocean. As mentioned earlier, site grading and landscaping will add much needed grassing to Parcel 32 and reduce the amount of runoff heading directly to the ocean.

The velocity and volume of on-site flows is not expected to increase and there will be no additional adverse effects resulting from the proposed canoe halau. Mitigation measures are not required.

2.3.5 Electrical

Electrical service is provided by Hawaiian Electric Company. Connections are available to the subject properties. On Parcel 32, there is presently a light pole and a flood light connected to a coconut tree. Both of these light fixtures are not operational and will be removed as part of the proposed project.

The canoe halau will have indoor lighting for functional use and outdoor lighting with an illumination intensity appropriate for security purposes. This represents a minor increase in electrical consumption that can be accommodated without any modification to the area's power distribution system. No mitigative measures are needed.

3. ALTERNATIVES TO THE PROPOSED ACTION

The proposed action, referred to as the Preferred Alternative, places the canoe halau on Parcel 32 at the ewa end of Maunalua Bay Beach Park. Locating the canoe halau at the kokohead end of the park was explored under two different site alternatives. The third alternative is to maintain the status quo.

Under both of the site alternatives, detailed in Section 3.1 and 3.2 below, the components and design features of the canoe halau would be the same as under the Preferred Alternative.

3.1 NEAR COMFORT STATION ALTERNATIVE

Under this alternative, the proposed canoe halau will be situated on Parcel 11, on the ewa side of the existing comfort station. Although paddlers would have convenient access to showers and restroom facilities, siting the proposed canoe halau at this location has several drawbacks:

- Vertical seawalls, revetments, steep banks, and a coral-filled shoreline around the makai edges of Parcel 11 prohibit the launching of canoes and kayaks, unless the area is infilled with sand or launching platforms or other docking provisions are made. Altering the shoreline in such a manner would have adverse impacts to the environment. Under the Preferred Alternative, no alterations to the shoreline are needed. Furthermore, the weight of the canoes and the coral-filled shoreline would make it difficult to walk and carry the canoes into the water, particularly for children.
- There is no parking on this portion of Parcel 11. Paddlers would need to park at the State's boat launching ramp facility which is located further from the proposed canoe halau under this scenario compared to the Preferred Alternative.
- The canoe halau would not be easily accessible to persons with disabilities given the location of parking at the State's boat launching ramp facility and the lack of a sidewalk along the segment of Kalaniana'ole Highway fronting Parcel 11. The latter would present serious safety concerns for pedestrians.
- Siting the proposed canoe halau at this location would have an adverse impact on makai viewplanes of Koko Head from Kalaniana'ole Highway, particularly from vehicles traveling in the eastbound direction.

In sum, given the drawbacks noted above, siting the canoe halau near the existing comfort station is not considered feasible. This alternative would increase adverse impacts to the environment, specifically by: (1) altering the shoreline by infilling a portion of it with sand or requiring the construction of a launching platform or other

docking provisions; and (2) obstructing makai viewplanes of Koko Head from Kalaniana'ole Highway.

3.2 KOKOHEAD END OF PARK ALTERNATIVE

Under this alternative, the proposed canoe halau will be situated on the very kokohead end of Maunalua Bay Beach Park on Parcel 11. This alternative is even less conducive for a canoe halau compared to the Near Comfort Station Alternative. Drawbacks to this site are:

- Similar to the Near Comfort Station Alternative, the kokohead portion of Parcel 11 also has a shoreline that is characterized by vertical seawalls, revetments, steep banks, and a coral-filled bottom. Similar measures of altering the shoreline would be required. As mentioned above, this would have adverse impacts to the environment.
- Parking at this site is extremely limited. A small parking lot located on the mauka-ewa corner of the site, near Kalaniana'ole Highway, can accommodate between five to six vehicles, none of which are handicap-designated. The majority of paddlers would need to park at the State's boat launching ramp facility. From the State's parking lot, paddlers would need to walk along a portion of the Highway, where there is no sidewalk, to access the canoe halau. As noted earlier, this situation would present serious safety concerns for pedestrians.
- The canoe halau would not be easily accessible to persons with disabilities given the limited amount of parking on this site and the lack of a sidewalk along the segment of Kalaniana'ole Highway fronting Parcel 11.
- Similar to the Near Comfort Station Alternative, siting the canoe halau at this location would adversely impact makai viewplanes from Kalaniana'ole Highway.
- Under the Preferred Alternative, passive use at the kokohead of Maunalua Bay Beach Park would be enhanced with the addition of shade trees, coconut palms, groundcover and open lawn grass. Under this alternative, the canoe halau, launching area, and need for additional parking would substantially reduce the amount of space at this end of the park for passive recreational opportunities. With boat launching activities occurring at the ewa end of the park and canoe paddlers launching from the kokohead end, nearly all of Maunalua Bay Beach Park would be devoted to active recreational use. Canoe and kayak launching activities would interfere with passive, quiet enjoyment of the natural environment at the kokohead end of the park.

The kokohead end of the park as a site for the proposed canoe halau is not considered feasible for the reasons outlined above. This alternative would increase

adverse impacts to the environment, specifically by: (1) altering the shoreline by infilling a portion of it with sand or requiring the construction of a launching platform or other docking provisions; (2) obstructing makai viewplanes of Koko Head from Kalaniana'ole Highway; and (3) substantially decreasing the portion of Maunalua Bay Beach Park dedicated to passive recreational use.

3.3 NO ACTION ALTERNATIVE

The No Action Alternative would maintain the status quo of the subject properties. The potential benefits of supporting a growing sport that appeals to all age groups, and enhancing the visual appearance and recreational opportunities at Maunalua Bay Beach Park would be foregone. Taking no action does not accomplish the objectives of the proposed action which are to: (1) provide a permanent and secured storage facility for canoes and kayaks that facilitates easy launching into the waters; and (2) improve landscaping at Maunalua Bay Beach Park. The No Action Alternative precludes environmental, social, and economic impacts disclosed in this Assessment.

4. DETERMINATION OF SIGNIFICANCE

Based on significance criteria set forth in *Hawaii Administrative Rules, Title 11, Department of Health, Chapter 200, Environmental Impact Statement Rules*, the proposed project is not expected to have a significant impact on the environment. As such, the recommended determination for the proposed project is a Finding of No Significant Impact (FONSI). The findings and reasons supporting this determination are discussed below.

1. Involves an irrevocable commitment to loss or destruction of any natural or cultural resource

The proposed project will not result in a loss of natural or cultural resources. On the contrary, the proposed canoe halau promotes Hawaiian culture via Hawaiian outrigger canoeing activities.

Parcel 32, where construction is to occur, contains grass, alien weeds, and trees of a common variety. None of the trees will be removed, except for one coconut palm which will be relocated. There are no rare, endangered, or threatened species of plants or wildlife that inhabit the project site. Furthermore, Maunalua Bay Beach Park is constructed primarily from dredged material and thus it is highly unlikely that there are any significant historic or archaeological features on the site which would be of cultural value.

2. Curtails the range of beneficial uses of the environment

At present, the Maunalua Bay Beach is primarily used for boating, canoeing, kayaking, snorkeling, diving, and picnic activities. Parcel 32, the site of the proposed canoe halau, has been used by the community as a canoe launching and open storage area since the 1960s.

The proposed canoe halau supports the growing sports of canoe paddling and kayaking. These recreational uses of the ocean are done in a natural and clean manner, and are thus considered a beneficial use of the environment. Furthermore, the proposed addition of trees and other landscape improvements to the subject properties will increase picnicking and other passive recreational opportunities at Maunalua Bay Beach Park. Such passive recreational activities allow for the enjoyment of the natural environment, and are thus considered a beneficial use.

3. Conflicts with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders

The proposed action is consistent with the Environmental Policies established in Chapter 344, HRS and with the Executive Order on Parcels 11 and 32.

4. Substantially affects the economic and social welfare of the community or state

The proposed project is minor in scope and will not impact the economy. It will support canoe paddling and kayaking which are meaningful and rewarding recreational outlets that can be experienced by all age groups. As such, it is viewed as having potential positive social impacts for the Hawaii Kai community and the region at large.

The proposed addition of trees and other landscape improvements on the subject properties will contribute to overall public welfare by increasing picnicking and other passive recreational opportunities at Maunalua Bay Beach Park.

5. Substantially affects public health

Public health will not be substantially affected by the proposed project except possibly by noise and dust generated during construction. These short-term impacts can be controlled by existing regulatory measures.

On a long-term basis, the proposed canoe halau will benefit public health by supporting a sport which provides full-body exercise and promotes health opportunities for the young and old. The addition of trees and other landscape elements on the subject properties provides positive social and quality of life improvements.

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

Due to the nature of the proposed canoe halau and landscape improvements, there are no substantial secondary or indirect impacts such as population changes or effects on public facilities that will result from the project. It is hoped that completion of the canoe halau and the addition of shade trees will lead to enhanced usage of Maunalua Bay Beach Park.

7. Involves a substantial degradation of environmental quality

The construction of the project will be minor in scope and duration and will not involve significant degradation of environmental quality. Mitigation measures will minimize impacts to the environment.

Over the long-term, no significant increases in air, noise, or water impacts are anticipated as a result of the proposed action. No endangered plant or animal species or important habitat is associated with the subject properties. Canoe paddling and kayaking are considered clean, environmentally friendly activities and the landscape improvements will visually enhance Maunalua Bay Beach Park.

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

Adverse cumulative impacts on the environment are not anticipated, nor does the proposed project involve a commitment for larger actions on the subject properties. In the unlikely event that the canoe halau is undermined by wave action or interferes with beach processes, the proposing agency is prepared to take appropriate mitigative measures to ensure that the structure does not present a health and safety hazard. In this regard, the proposing agency also acknowledges that one of the potential mitigative measures would include removal or relocation of the canoe halau.

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

There are no rare, threatened, or endangered plant or animal species on the subject properties.

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

On a short-term basis, ambient air and noise conditions will be affected by construction activities related to the proposed canoe halau, but these impacts can be controlled by measures described in this Assessment. Once the construction is completed, it is anticipated that the canoe halau will not have an adverse impact upon air or noise conditions in the area. Furthermore, during the construction period, the impact to coastal waters from polluted runoff will be minimized by implementing management measures and practices contained in *Hawaii's Coastal Nonpoint Source Control Plan*.

On a long-term basis, the proposed canoe halau will not change the ocean-related activities that currently take place at Maunalua Bay Beach Park, except for providing protected and secured storage space for the canoes and kayaks. Canoe paddling and kayaking are considered clean and environmentally friendly activities and thus will not detrimentally impact the coastal waters fronting Maunalua Bay Beach Park. The proposed action will not impact groundwater resources.

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

The proposed action will not exacerbate any hazard conditions associated with the subject properties location in a flood zone and tsunami inundation zone. The potential impact of destructive winds and torrential rainfall of tropical storms and hurricanes on the proposed canoe halau will be mitigated by measures described in this Assessment. In the event of significant damage to the canoe halau, the

proposing agency also acknowledges that one of the potential mitigative measures would include removal or relocation of the canoe halau.

While the location of the proposed canoe halau is adjacent to coastal waters, it will not alter the water flow or quality. Furthermore, the proposed canoe halau is located far enough inland so that beach processes should not be adversely impacted.

12. Substantially affects scenic vistas and viewplanes identified in county or state plans or studies

The *East Honolulu Sustainable Communities Plan* identifies the makai view from Kalanianaʻole Highway fronting Maunalua Bay Beach Park as a significant viewplane that should be protected. From this public right-of-way, there are scenic views of the ocean and Koko Head.

Due to the siting and design of the proposed canoe halau, the structure will not obstruct views of the ridgeline of Koko Head when traveling eastbound on Kalanianaʻole Highway. When traveling westbound, the adjacent three-story townhomes and the Kuliouou valley walls are seen as a backdrop to the proposed canoe halau. As such, makai views from this direction are also not significantly impacted. Views of the subject properties, on the contrary, will be enhanced by the addition of trees and other landscaping improvements.

13. Requires substantial energy consumption

Construction and operations associated with the canoe halau are small-scale and will not require substantial amounts of electrical energy.

5. LIST OF ALL APPROVALS AND PERMITS REQUIRED

For the proposed project, the applicant is required to obtain from the City & County of Honolulu, Department of Planning and Permitting the following: (1) Special Management Area Use Permit; (2) Waiver Permit; and (3) Grading/Building Permits. In addition, according to §103-50 *Hawaii Revised Statutes* (HRS), the applicant is required to seek advice and recommendations from the Disability and Communication Access Board on construction plans prior to commencing with construction.

Pertinent information required for the processing of a Special Management Area Use Permit and Waiver Permit is provided below.

5.1 SPECIAL MANAGEMENT AREA USE PERMIT

The proposed project is located entirely within the Special Management Area (SMA). A SMA use permit is required for projects with a valuation in excess of \$125,000 and when no significant impact to unique or special resources is anticipated.

As documented in this Environmental Assessment, the expected determination for the proposed project is a Finding of No Significant Impact (FONSI) and the estimated value of the improvements is approximately \$650,000. As such, issuance of a SMA use permit is warranted.

Projects proposed in the Special Management Area (SMA) are reviewed with respect to objectives and policies contained in *Hawaii Revised Statutes* (HRS), Section 205A-2 (Coastal Zone Management Program) and review guidelines found in the *Revised Ordinances of Honolulu* (ROH), Chapter 25 (Shoreline Management). The following provides supplemental information required for evaluation of the proposed project's impact on the SMA.

5.1.1 Coastal Zone Management Objectives and Policies

Consistency with applicable coastal zone management objectives and policies, set forth in HRS, Section 205A-2 is summarized below:

Recreational Resources

The project enhances an existing shoreline recreational area. Project components include the construction of a covered canoe storage area and landscaping improvements. Canoeing activity already occurs on the site and canoes are currently stored on the shoreline in the open.

The project will not alter public park or shoreline access, existing fishing and boating activities, or any other recreational activities that currently occur on the site.

Historic Resources

As mentioned in this EA, most of this land area was created by fill. The State Historic Preservation Division has been consulted and they believe that it is highly unlikely that there are any significant historic or archaeological features on the site.

Historically, the marina area was part of the Kuapa fishpond and there were settlements nearby. Urbanization has changed this area, however. The project site itself is not adjacent to or on any existing fishpond or historic settlement area.

Scenic and Open Space Resources

The proposed canoe halau will be a single-story structure located off to the side of Maunalua Bay Beach Park. In addition, existing mature trees already screen the site from view. The roof design was derived with two main goals in mind: 1) to be as small a mass as possible to preserve views and; 2) to not be so low that people can easily climb upon it. It was also designed so that the ridgeline of Koko Head will not be blocked (see also Section 2.1.11 Visual Resources).

The project site is away from the general park user areas. In the past, the site has been used for canoe and kayak activities. Vast panoramic views of the ocean, shoreline, and Koko Head from the park area will still be preserved.

Coastal Ecosystems

The proposed construction of a canoe halau and landscaping improvements is small-scale and not expected to alter valuable coastal ecosystems of significant biological or economic importance. Although the Paiko Lagoon Wildlife Sanctuary is located about a one-half mile away, the proposed project is not expected to create adverse impacts.

Coastal Hazards

See Section 2.1.4 Flood Hazard and Section 5.1.3 Compliance with Flood Hazard Districts.

Managing Development

See Chapter 2, Description of the Affected Environment, Impacts, and Mitigation.

Beach Protection

The proposed canoe halau on Parcel 32 will be situated beyond the 55-foot shoreline setback. No erosion-protection structure seaward of the shoreline is proposed as part of this project.

Marine Resources

The proposed canoe halau supports the growing sports of canoe paddling and kayaking. These recreational uses of the ocean are done in a natural and clean manner, and are thus considered a beneficial use of the environment. Furthermore, the canoe halau will promote Hawaiian culture via outrigger canoeing activities and an overall appreciation for marine resources.

5.1.2 Special Management Area Guidelines

As documented in this Environmental Assessment, the proposed project is consistent with review guidelines set forth in Section 25-3.2 of the ROH. Consistency with guidelines that are not discussed elsewhere in this document are summarized below:

- The proposed project is consistent with the City & County of Honolulu's General Plan. Specifically, it supports Natural Environment Objective B, Policies 3 and 4; and Culture and Recreation Objective D, Policies 7, 8, and 12.
- The *East Honolulu Sustainable Communities Plan* identifies the makai view from Kalaniana'ole Highway fronting Maunalua Bay Beach Park as a significant viewplane that should be protected. From this public right-of-way, there are scenic views of the ocean and Koko Head. Due to the siting and design of the proposed canoe halau, makai views traveling in either direction on Kalaniana'ole Highway are not significantly impacted (see also Section 2.1.11 Visual Resources). Views of the subject properties, on the contrary, will be enhanced by the addition of trees and other landscaping improvements.
- Parcel 32, the proposed site of the canoe halau, is zoned P-1 (Restricted Preservation) and P-2 (General Preservation). Since the site is in the State's Urban District, development standards for P-2 zoning districts apply. The proposed canoe halau is a public facility and is thus considered a permitted use in P-2 zoning districts. Waiver from certain development standards is discussed in the following section.

5.1.3 Compliance with Flood Hazard Districts

According to the *Land Use Ordinance*, all three subject parcels are in the flood fringe district. Planning and design for the project will comply with flood district and other structural standards to mitigate any potential damages. The foundation for the proposed canoe halau will be conventional spread footings and the sides of structure will be designed to be as open as possible so that wind can flow through the structure. Fill heights averaging 1.5 to 2.5 feet will be constructed in order to raise the finished floor to an elevation of six feet. The potential impact of destructive winds and torrential rainfall of tropical storms and hurricanes on the proposed canoe

halau will be mitigated by compliance with the Uniform Building Code adopted by the County.

With regard to infrastructure systems, the proposed canoe halau will require only electrical service. Stormwater is presently absorbed on the subject properties since they are relatively flat with minimal paved surfaces.

5.2 WAIVER PERMIT

The proposed canoe halau and other site improvements at Maunalua Bay Beach Park are considered public uses. Maunalua Bay Beach Park is publicly owned and is operated and maintained by the City & County of Honolulu. The proposed canoe halau would be constructed by the City & County of Honolulu, Department of Design & Construction (DDC) and overall management of the facility would be provided by the City & County of Honolulu Department of Parks and Recreation (DPR). Given the public nature of the proposed project, it meets one of the criteria which allows the applicant to request a Waiver Permit. Photographs of the subject properties and surroundings are shown in **Exhibit 14**. The photos are keyed to the map shown in **Exhibit 15**.

A Waiver Permit is requested because the proposed canoe halau on Parcel 32 does not meet the development standards for projects located in a P-2 (General Preservation) District, as set forth in the City & County of Honolulu's *Land Use Ordinance* (Section 21-3.40-1). A waiver from the following development standards is requested:

- Minimum lot area of 5 acres – Parcel 32 measures 0.72 acres.
- Minimum lot width and depth of 200 feet – Parcel 32 has a depth of approximately 128 feet on the ewa side and 104 feet on the kokohead side.
- Side and rear yards of 15 feet – The proposed canoe halau will be situated approximately six feet from Parcel 32's mauka boundary.
- Maximum building area of five percent of zoning lot – The proposed canoe halau will comprise approximately eight percent of Parcel 32.
- Off-street parking requirements

The proposed canoe halau cannot comply with the zoning code requirements for several reasons.

- The proposed canoe halau will be oriented towards the channel leading into Kala Kai Marina and canoes will be launched in the ewa direction (no change from how they are presently launched). Parcel 32 is the only site at Maunalua Bay Beach Park where canoes and kayaks can be launched without the need for launching platforms or other docking provisions. Vertical

seawalls and revetments have been constructed along other portions of the beach park's shoreline and thus other alternative sites are not feasible.

- Alternative sites at Maunalua Bay Beach Park for the proposed canoe halau would increase adverse impacts to the environment, specifically by: (1) requiring the construction of a launching platform or other docking provisions; and (2) adversely impacting makai viewplanes from Kalaniana'ole Highway.
- Although the proposed canoe halau does not comply with zoning code requirements, it should be emphasized that Parcel 32 is adjacent to other publicly owned lands that are also zoned Preservation. Thus, Parcel 32 should be viewed collectively with Parcel 8 and the adjacent State boat launching ramp facility site.
- The local canoe paddling community has been using Parcel 32 for several decades for the launching of canoes and kayaks. Off-street parking for this activity is conveniently located on the adjacent State-owned Maunalua Bay Boat Launching Ramp Facility. The City Department of Parks and Recreation (DPR) and the State Department of Land and Natural Resources (DLNR), Division of Boating and Ocean Recreation (DOBOR) presently have an informal joint use agreement regarding use of the parking lot. Over the years, the parking lot has been used on a regular basis by users of the City's beach park, including canoe paddlers and kayakers, and by users of the State's boat launching ramp. According to discussion with both agencies, the parking arrangement is not expected to change once the proposed canoe halau is completed.

6. AGENCIES AND ORGANIZATIONS CONSULTED

The following agencies and community organizations have been consulted with in the preparation of this Environmental Assessment:

Federal

- National Marine Fisheries Service
- U.S. Fish and Wildlife Service

State of Hawaii

- Department of Health, Environmental Planning Office
- Department of Land and Natural Resources, Division of Boating and Ocean Recreation
- Department of Land and Natural Resources, Historic Preservation Division
- Disability and Communications Access Board
- Office of Environmental Quality Control
- Office of Hawaiian Affairs

City & County of Honolulu

- Board of Water Supply
- Department of Budget and Fiscal Services
- Department of the Corporation Counsel
- Department of Environmental Services
- Department of Parks and Recreation
- Department of Planning and Permitting

Others

- East Honolulu Vision Team
- Hui Nalu

EXHIBITS

Exhibit 1

CITY AND COUNTY OF HONOLULU
DEPARTMENT OF PARKS AND RECREATION

Pursuant to and by virtue of the authority set forth in Chapter 91, Hawaii Revised Statutes and City Ordinance No. 86-136, the Director of Parks and Recreation of the City and County of Honolulu, subject to the approval of the Mayor of the City and County of Honolulu, hereby adopts the following rules and regulations governing the construction and operation of canoe shelters on City park property.

RULES AND REGULATIONS GOVERNING
THE CONSTRUCTION AND OPERATION OF
CANOE SHELTERS ON CITY PARK
PROPERTIES

SECTION 1. Applicability and Scope

1. These rules and regulations apply to all organizations storing their canoes in canoe shelters on City park properties.
2. If any provision in these rules and regulations, or the application of such provision is held to be invalid, the remaining portions of these rules and regulations or the application of said portions shall not be affected.

SECTION 2. Definitions

1. "Canoe Organization" shall mean a bonafide canoe club or canoe association.
2. "Department" shall mean the Department of Parks and Recreation, City and County of Honolulu.
3. "Director" shall mean the Director of the Department of Parks and Recreation.
4. "Canoe Shelter" shall mean a structure used as a storage facility for outrigger canoes.
5. "Private Parties" shall mean any individual or organization outside of government.

SECTION 3. General conditions for the construction and operation of canoe shelters built on City park property.

1. Canoe shelters shall be constructed only on selected City park properties and only after the construction plans and the exact locations have been approved by the Department.

2. Private parties desiring to construct canoe shelters on City park property shall furnish all necessary materials, equipment, and labor to complete the project and shall donate the completed facility to the City and County of Honolulu, which shall retain the right to control the operation of the canoe shelter.
3. Private parties shall complete and submit a Declaration of Gift form to the Department for approval and acceptance by the Mayor and the City Council.
4. No more than 20,000 square feet, or 10 percent, whichever is less, of any City park shall be utilized for canoe shelters unless approved by the City Council, and canoe shelters shall be situated so as not to impede public access and use of the park property.
5. Canoe associations shall determine a fair and equitable arrangement for the assignment of canoe storage spaces in each canoe shelter.
6. Canoe associations shall furnish the Parks Permit Section with a listing of canoe storage space assignments for each canoe shelter, as follows:
 - canoe club
 - number of canoes stored
7. Permits to store canoes in a canoe shelter shall be issued to canoe clubs by the Parks Permit Section only after approval by the respective canoe association. The permit shall identify each canoe stored by:
 - type (koa or fiberglass)
 - color
 - identification number
 - club affiliation
8. Permit to store canoes shall be on an annual basis and canoe clubs shall apply for renewal through their canoe association. Canoe clubs that are permitted to store canoes must have membership that is open to the general public.
9. Canoe shelters shall be open, on a space available basis, to other canoe clubs who are not members of any canoe association.
10. Canoe associations shall be responsible to see that the canoe clubs using the canoe shelters maintain them properly by keeping them clean and free of litter and that acts of

vandalism be reported immediately to the Honolulu Police Department and the Department of Parks and Recreation.

11. Canoe associations shall also be responsible for controlling the distribution of keys to their canoe clubs to ensure that only authorized personnel possess keys to the canoe shelters.
12. The City shall have the right to enter the canoe shelters at any time for the purpose of examining the state of cleanliness, repair, and condition of the areas used by canoe clubs, and for determining whether the canoe shelters are being used properly by the canoe clubs.
13. Canoe clubs failing to maintain their areas in a clean and sanitary condition or using the canoe shelter for illegal or prohibited purposes shall not be allowed further use of canoe shelters.
14. Only active canoe clubs may be allowed to store their canoes in canoe shelters. Canoe associations shall determine the active/inactive status of their respective canoe clubs. Inactivity shall be considered grounds for removal and reassignment of the canoe storage space to other canoe clubs.
15. Canoes belonging to private individuals may not be allowed storage in canoe shelters.
16. Canoe clubs shall have the option to execute a "Waiver and Assumption of Liability" form which will be furnished by the Department (See Attachment) or present comprehensive general liability insurance coverage in which the combined limit of liability for bodily injury and property damage is a minimum \$300,000 per occurrence. The insurance certificate shall name the City and County of Honolulu, its officers and employees, as additional insured, and a copy shall be filed with the Parks Permit Section.
17. Except as authorized by permit, and subject to the terms and conditions imposed by the Department, it shall be unlawful for any person or club to repair or condition any canoe on City park property.
18. Canoe trailers shall be parked only in designated areas surrounding the halaus. Canoe trailers may not be parked in paved parking stalls, unless trailer parking stalls have been specifically provided, as at Pokai Bay Beach Park.
19. Driving or parking vehicles on grass shall be prohibited.

20. Except as authorized by permit, there shall be no selling, soliciting, advertising, or promoting on City park property. Commercial sponsors of canoe events may be allowed to display their names with the following conditions:
- a. Signs, banners, and brochures must include the event. No commercial company shall be allowed to display its name on a sign which does not identify the event being sponsored.
 - b. Where multiple commercial sponsors are involved, only the top three sponsors of the event shall be allowed to display its name at the event.
 - c. The sponsor for the event shall be identified on the Park Use Permit.
21. Canoe associations shall see that canoe clubs comply with these rules and regulations. The Department shall, upon request by the canoe associations, provide enforcement assistance through the Parks Police Detail.

ADOPTED this 29th day of March, 1988 by the Director of Parks and Recreation, City and County of Honolulu, State of Hawaii.

HIRAM K. KAMAKA, Director
Department of Parks and Recreation
City and County of Honolulu

APPROVED AS TO FORM AND LEGALITY:

Deputy Corporation/Counsel

Approved this 25th day of
April, 1988.

/s/ Frank F. Fasi
FRANK F. FASI, Mayor
City and County of Honolulu

CERTIFICATION

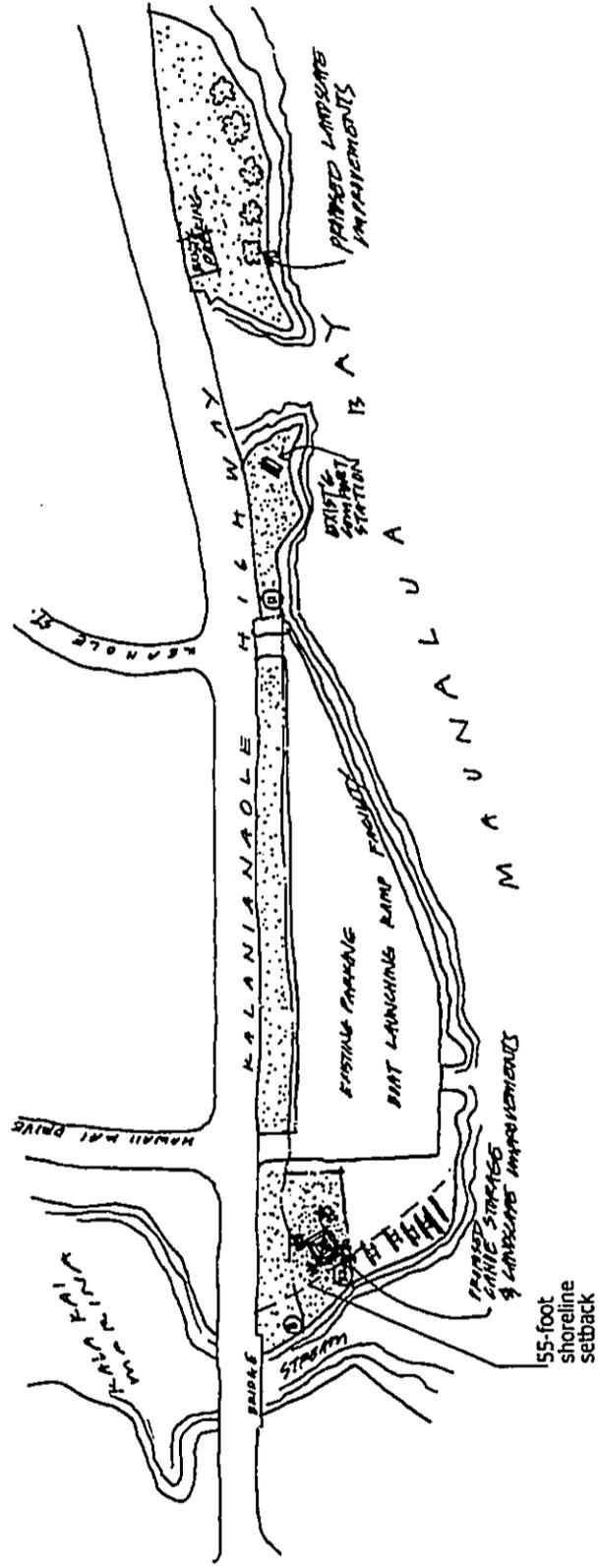
I, HIRAM K. KAMAKA, in my capacity as Director of Parks and Recreation, City and County of Honolulu, do hereby certify that the foregoing is a full, true, and correct copy of the Rules and Regulations Governing the Construction and Operation of Canoe Shelters on City Park Properties, which was adopted on March 29, 1988, following a public hearing held on March 22, 1988, after public notice was given on February 28, 1988, in the Honolulu Advertiser and Star Bulletin.

HIRAM K. KAMAKA, Director
Department of Parks and Recreation
City and County of Honolulu

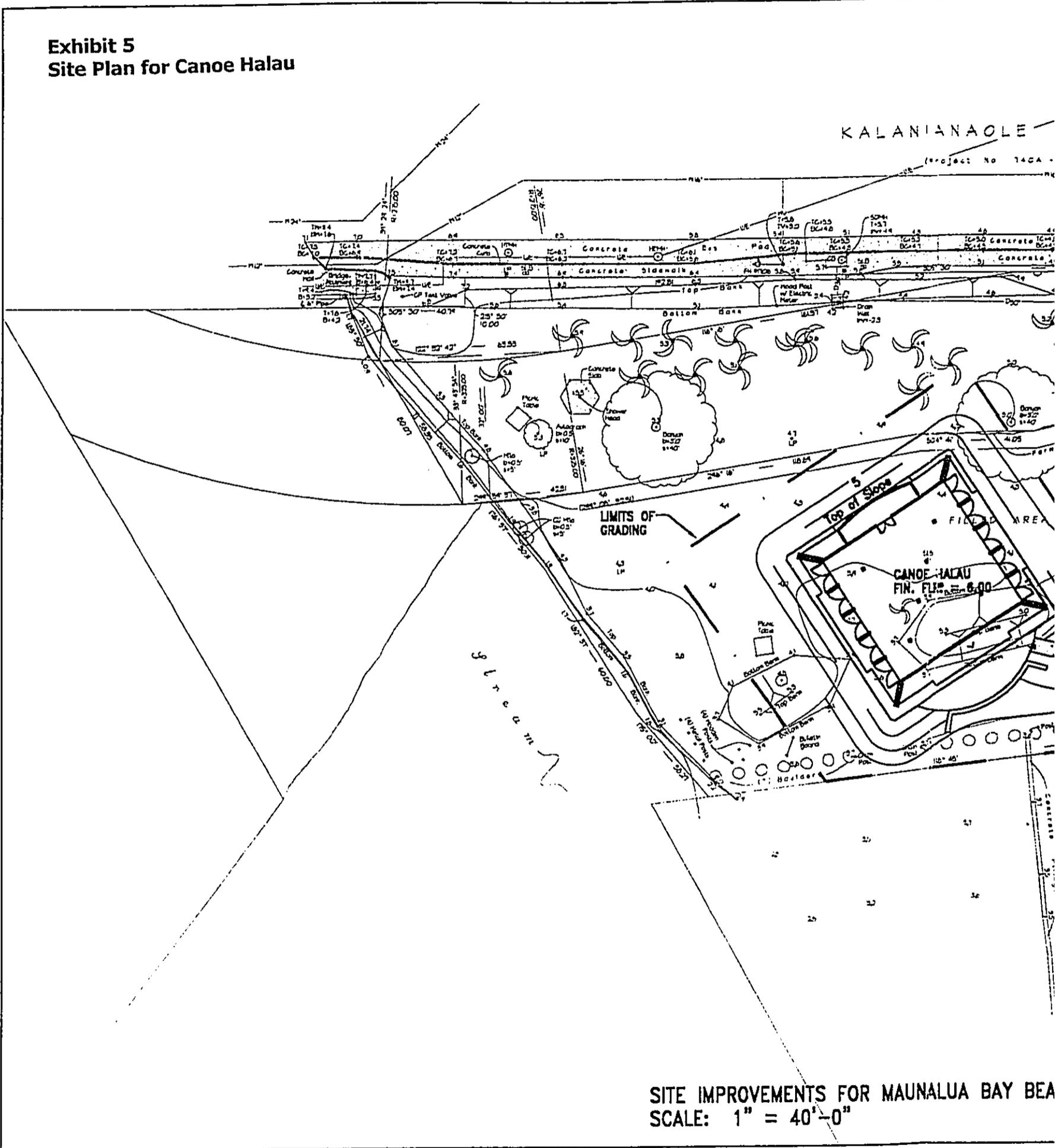
Received this ____ day of
APR 27 1988, 1988.

RAYMOND PUA, City Clerk

**Exhibit 3
Conceptual Site Plan**



**Exhibit 5
Site Plan for Canoe Halau**

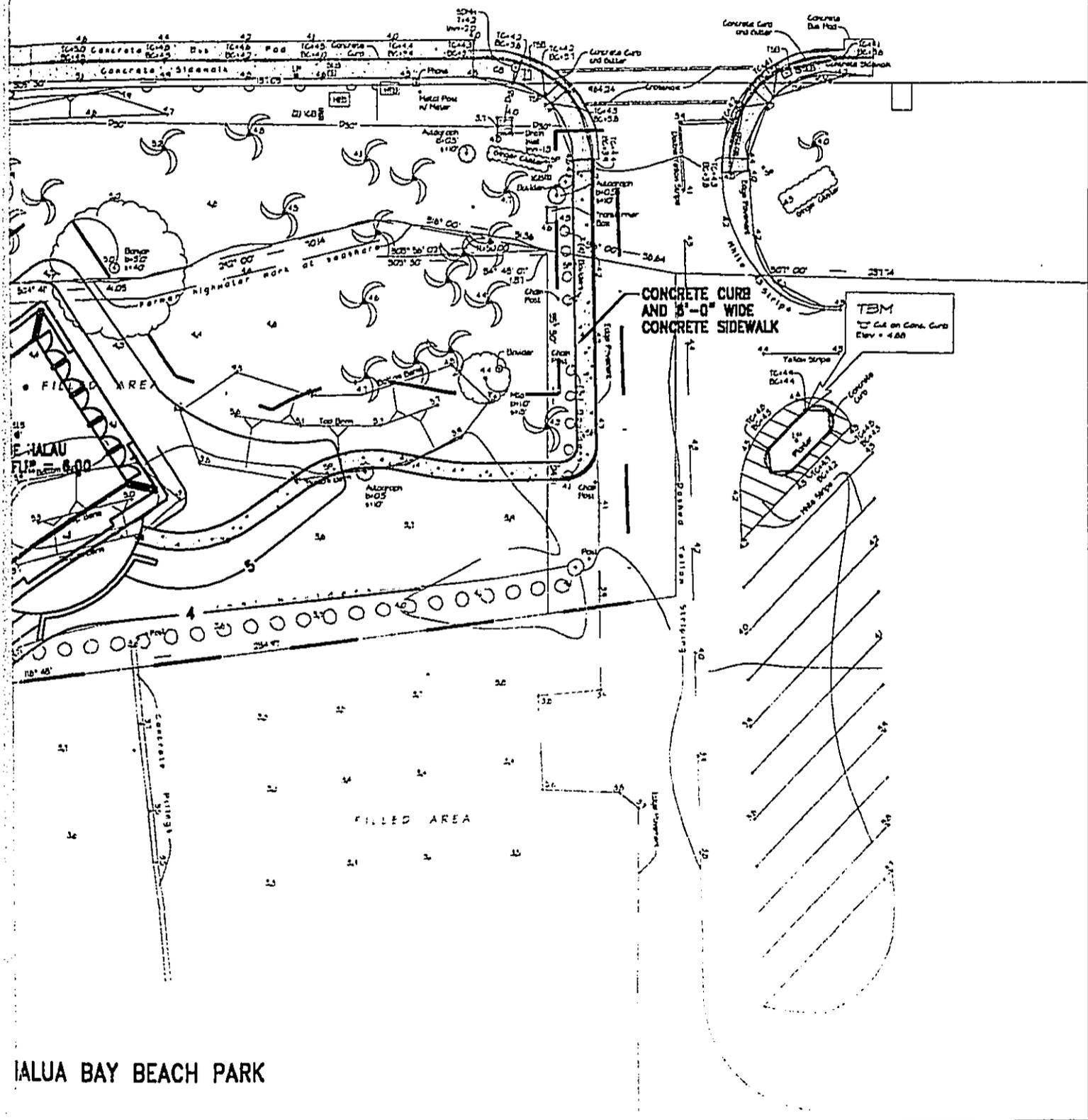


**SITE IMPROVEMENTS FOR MAUNALUA BAY BEACH
SCALE: 1" = 40'-0"**

LANAOLE HIGHWAY

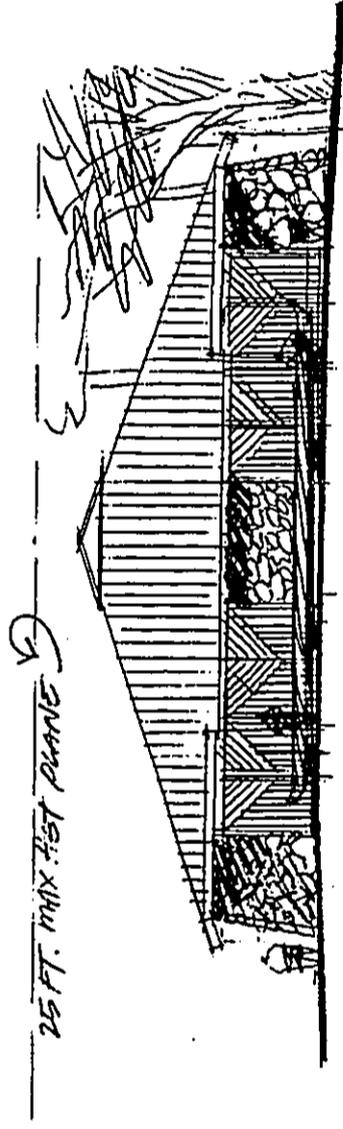
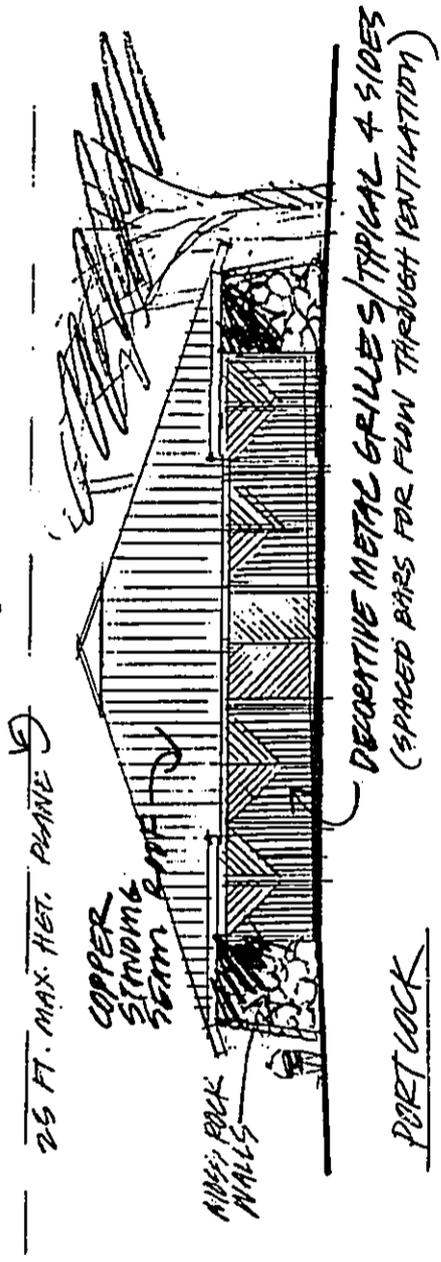
Project No. 74CA-C-11

To Honolulu



IALUA BAY BEACH PARK

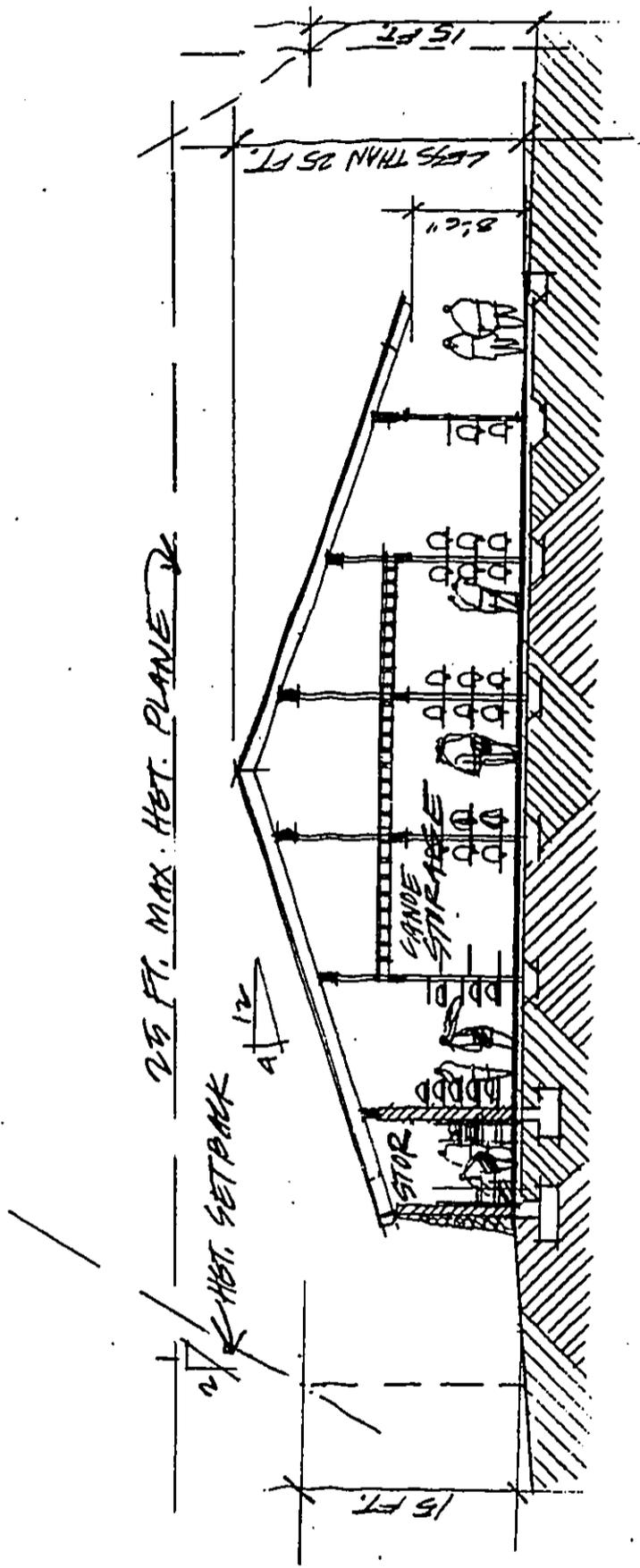
Exhibit 6, continued



EXTERIOR ELEVATIONS

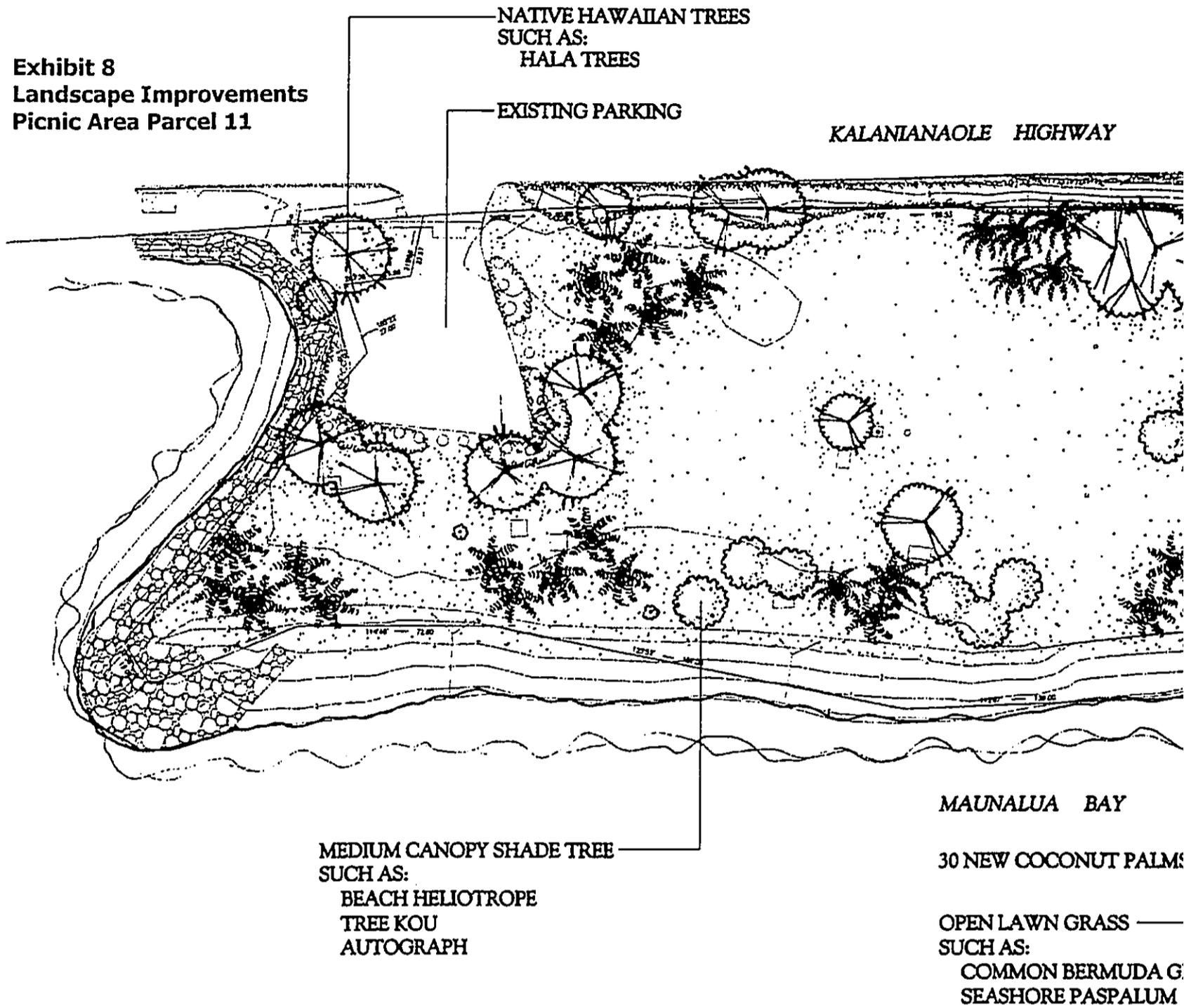


Exhibit 7



SECTION

**Exhibit 8
Landscape Improvements
Picnic Area Parcel 11**

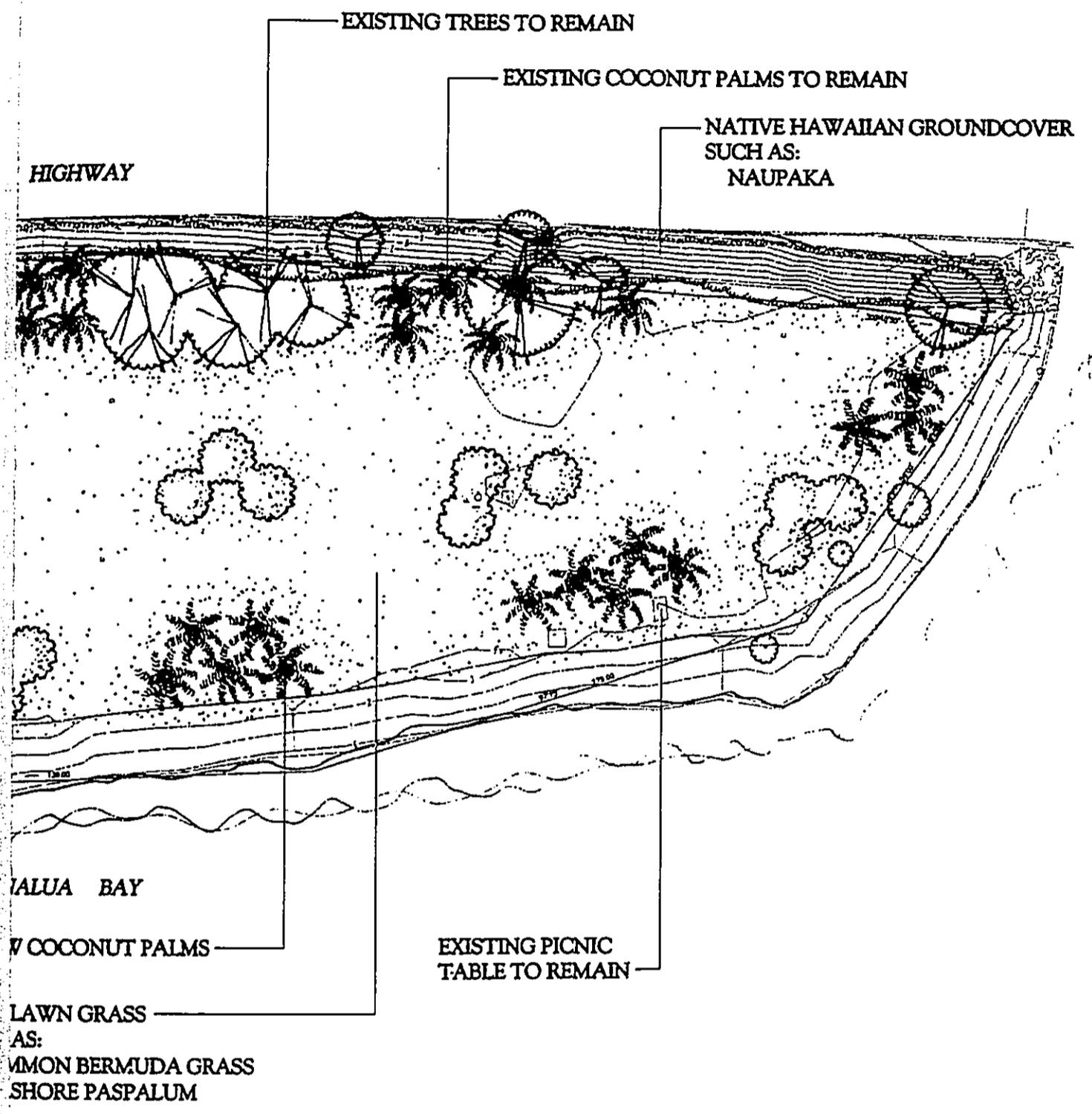


**Site Improvements to
Maunalua Bay Beach Park / Picnic Area Parcel 11
Hawaii Kai, Oahu, Hawaii**

Prepared for: Department of Design and Construction
City and County of Honolulu

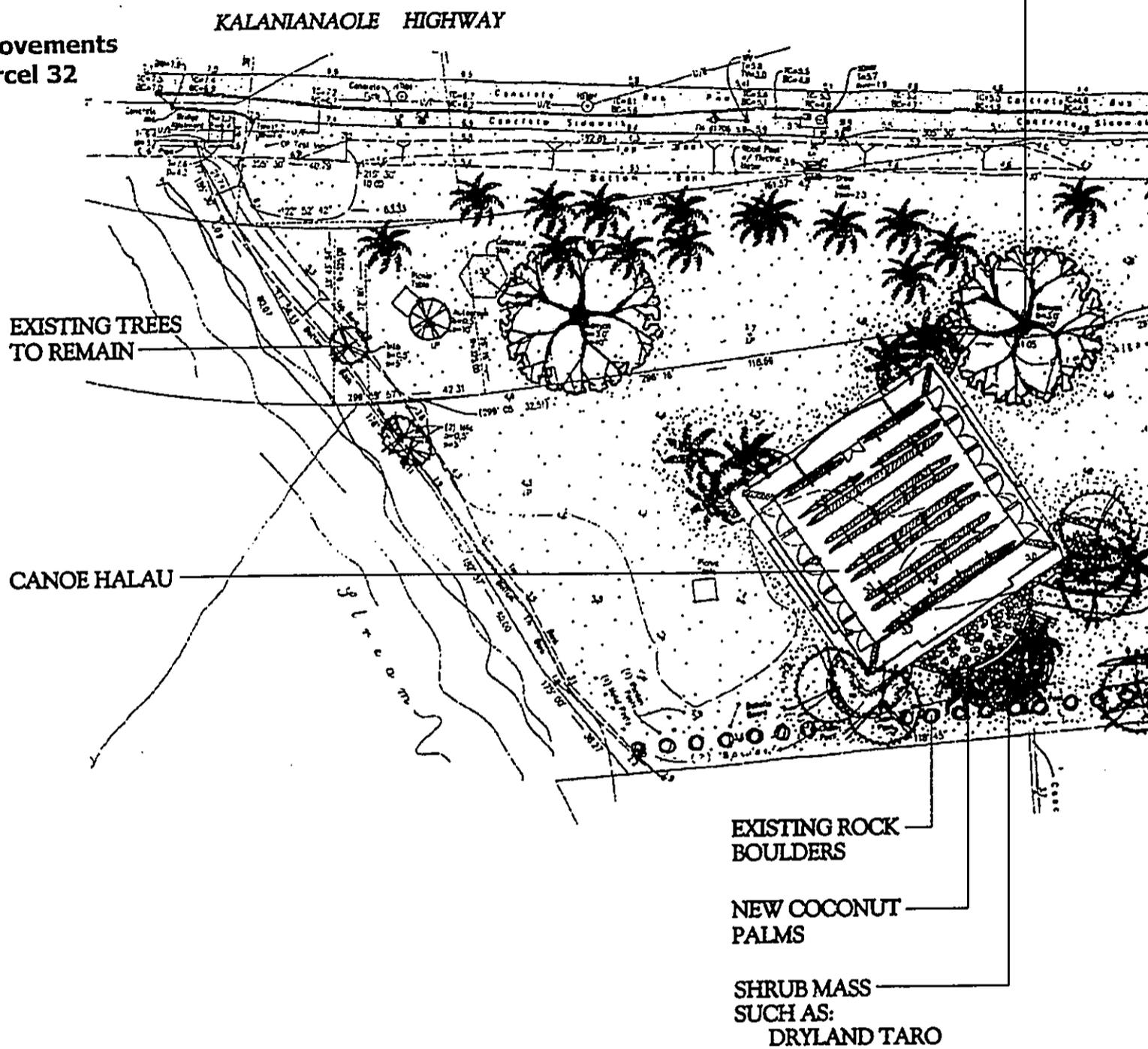
Architect: Bill Chang Architect LLC

Prepared by: Walters, Kimura, Motoda, Inc.



26 May 2000

**Exhibit 9
Landscape Improvements
Canoe Halau Parcel 32**



**Site Improvements to
Maunalua Bay Beach Park / Canoe Halau Parcel 32
Hawaii Kai, Oahu, Hawaii**

Prepared for: Department of Design and Construction
City and County of Honolulu

Architect: Bill Chang Architect LLC

Prepared by: Walters, Kimura, Motoda, Inc.

Exhibit 10
Letter from State Department of Land and Natural Resources,
Historic Preservation Division

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kalihihewa Building, Room 505
801 Kamehameha Boulevard
Honolulu, Hawaii 96807

TIMOTHY E. JOHNS, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTIES
JANET E. KAWILO

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND RESOURCE
ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND
STATE PARKS
WATER RESOURCE MANAGEMENT

March 14, 2000

Bill Chang
Architect
1976 Judd Hillside Road
Honolulu, Hawaii 96822

LOG NO: 25018 ✓
DOC NO: 0003EJ06

Dear Mr. Chang:

**SUBJECT: Chapter 6E-8 Historic Preservation Review - Canoe Halau and Landscaping at
Maunalua Bay Beach Park
Maunalua, Kona, O'ahu
TMK: 3-9-07:008, 011, 032**

Thank you for the opportunity to comment during the design phase for the construction of a canoe halau and landscaping project at Maunalua Beach Park. Our review is based on historic reports, maps, and aerial photographs maintained at the State Historic Preservation Division; no field inspection was made of the subject parcel.

A review of our records shows that there are no known historic sites at the project location. According to the U. S. Department of Soil Conservation this area of the shoreline base consists of fill soils which were used to enlarge the shoreline. Historic maps from late 1800s also indicate that the original shoreline was in the vicinity of the current Kalaniana'ole Highway. Because there are no known surface historic sites in this location, and because it is unlikely that historic sites would be found in these fill soils, we believe that this project will have "no effect" on historic sites.

Several historic sites, including human burials, have been found in jaucus sands deposits during the Kalaniana'ole Highway widening project to the west of the current project area. Therefore in the unlikely event that historic sites, including human burials, are uncovered during routine construction activities, all work in the vicinity must stop and the State Historic Preservation Division must be contacted at 692-8015.

If you have any questions please call Elaine Jourdane at 692-8027.

Aloha,

Don Hibbard, Administrator
State Historic Preservation Division

EJ:jk

Exhibit 11
View of Canoe Halau from Kalaniana'ole Highway Bridge (ewa of Hawaii Kai Drive)

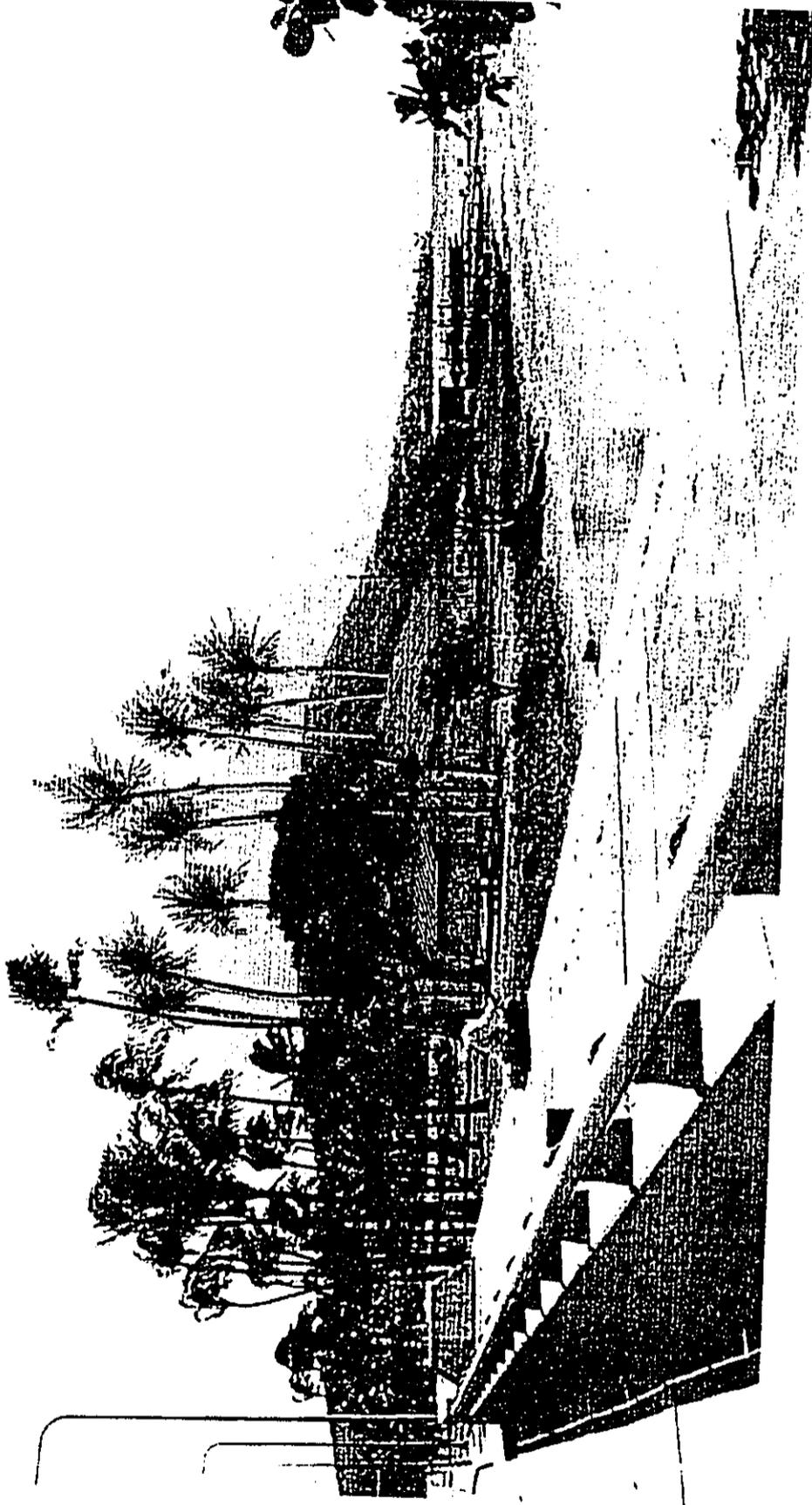
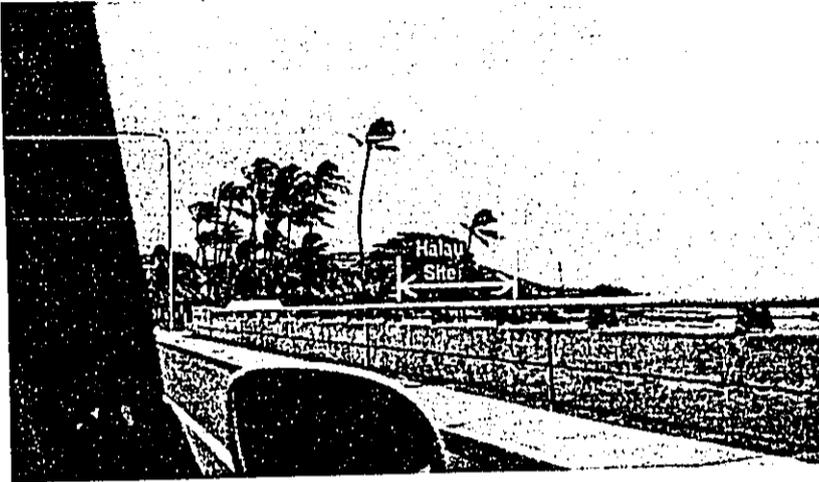
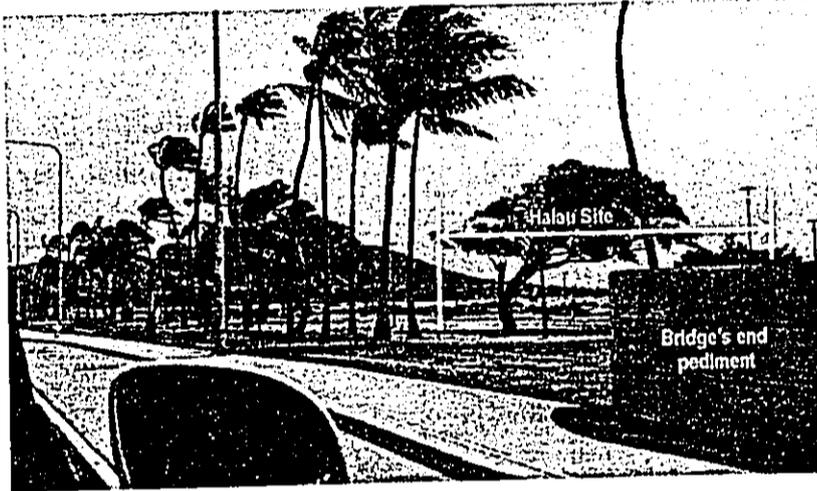


Exhibit 12
View of Canoe Halau from Kalaniana'ole Highway, Eastbound



Canoe halau mostly blocked by railing on bridge.



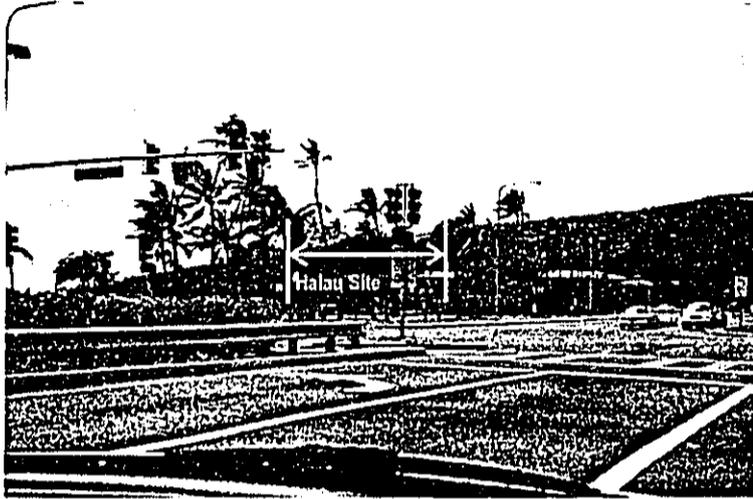
Canoe halau comes into full view for a second.



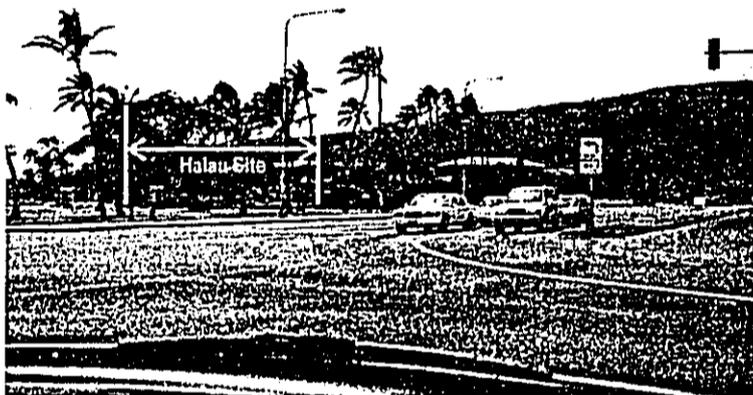
Canoe halau no longer in viewplane.

Exhibit 13

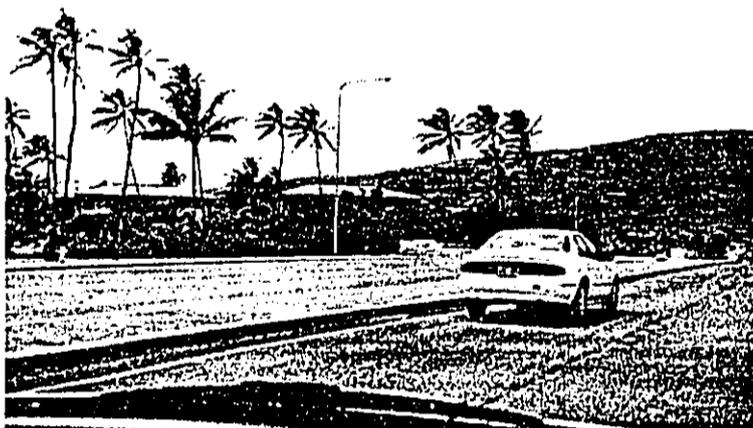
View of Canoe Halau from Kalaniana'ole Highway, Westbound



At the intersection of Hawaii Kai Drive and Kalaniana'ole Highway, makai views are obstructed by plantings in the median strip.

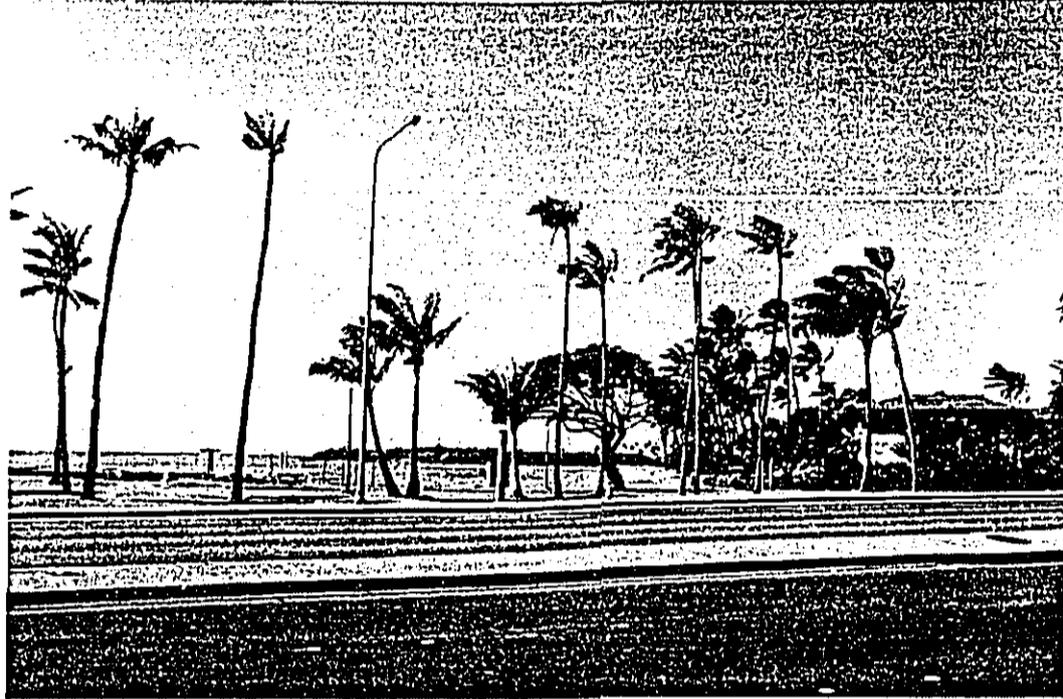


Three-story townhomes adjacent to Maunalua Bay Beach Park and the Kuliouou valley walls are always seen as a backdrop to the canoe halau.



Once upon the bridge, the canoe halau site is no longer in view.

Exhibit 14
Photographs of Subject Properties and Surroundings



A: View of canoe halau site, looking across Kalanianaʻole Highway in the ewa-makai direction. Three-story townhomes are seen on the adjacent lots.

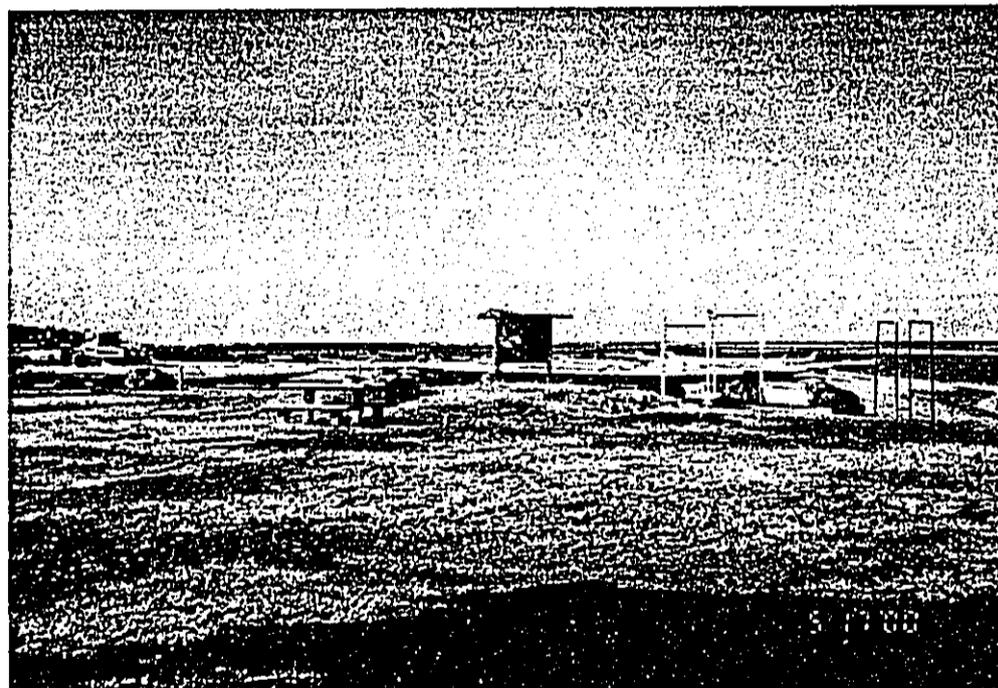


B: Primary access to the canoe halau will be from Kalanianaʻole Highway and Hawaii Kai Drive. The Kuliouou valley walls are seen in the background.

Exhibit 14, continued
Photographs of Subject Properties and Surroundings

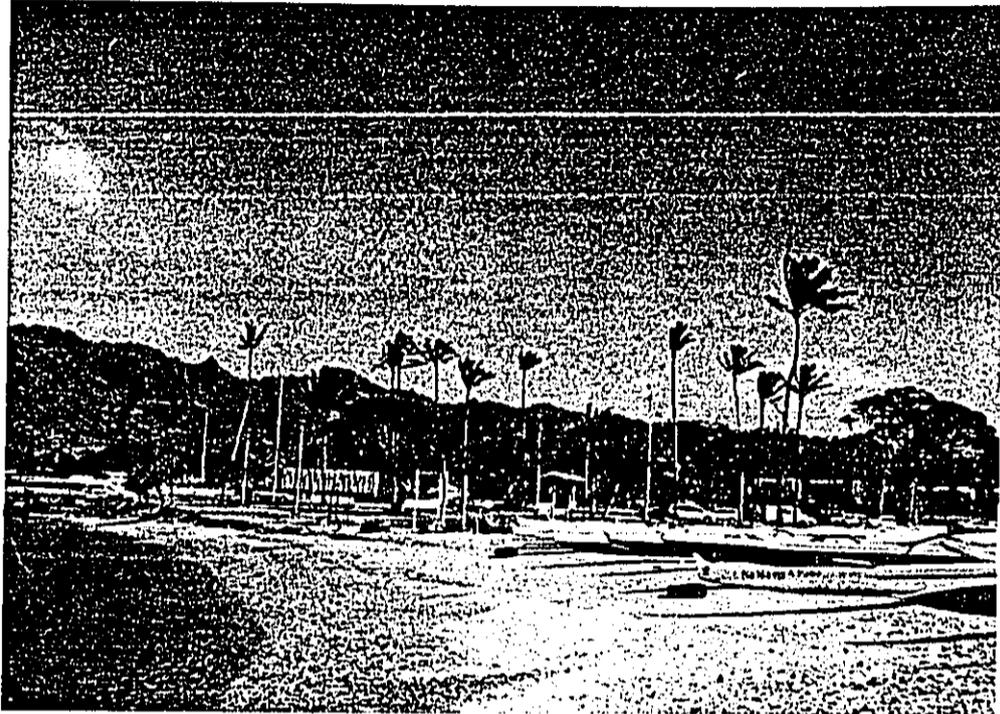


C: View of canoe halau site with three-story townhomes on the adjacent lots and high-rise condominium in the background. Boulders line the makai edge of Parcel 32.



D: Picnic table, bulletin board, and exercise equipment near the ewa-makai corner of Parcel 32. Canoes are presently stored in the open.

Exhibit 14, continued
Photographs of Subject Properties and Surroundings



E: Canoes presently launch in the ewa direction from Parcel 32. There will be no change to the launching area with the proposed canoe halau.

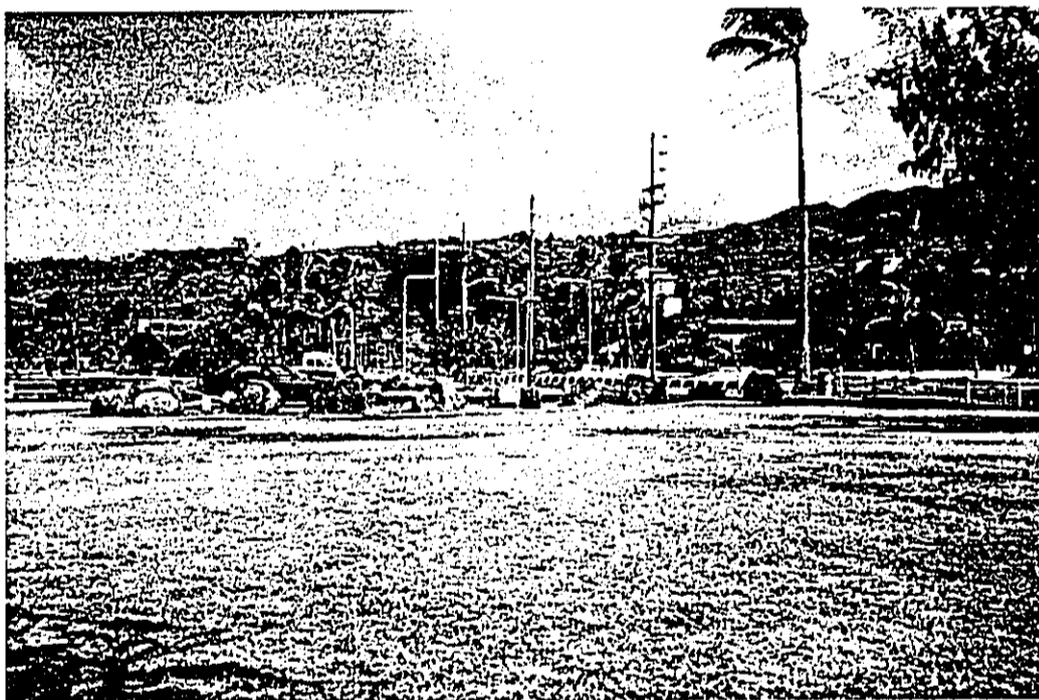


F: Shade trees and picnic tables on Parcel 11 at the Koko Head end of Maunalua Bay Beach Park.

Exhibit 14, continued
Photographs of Subject Properties and Surroundings

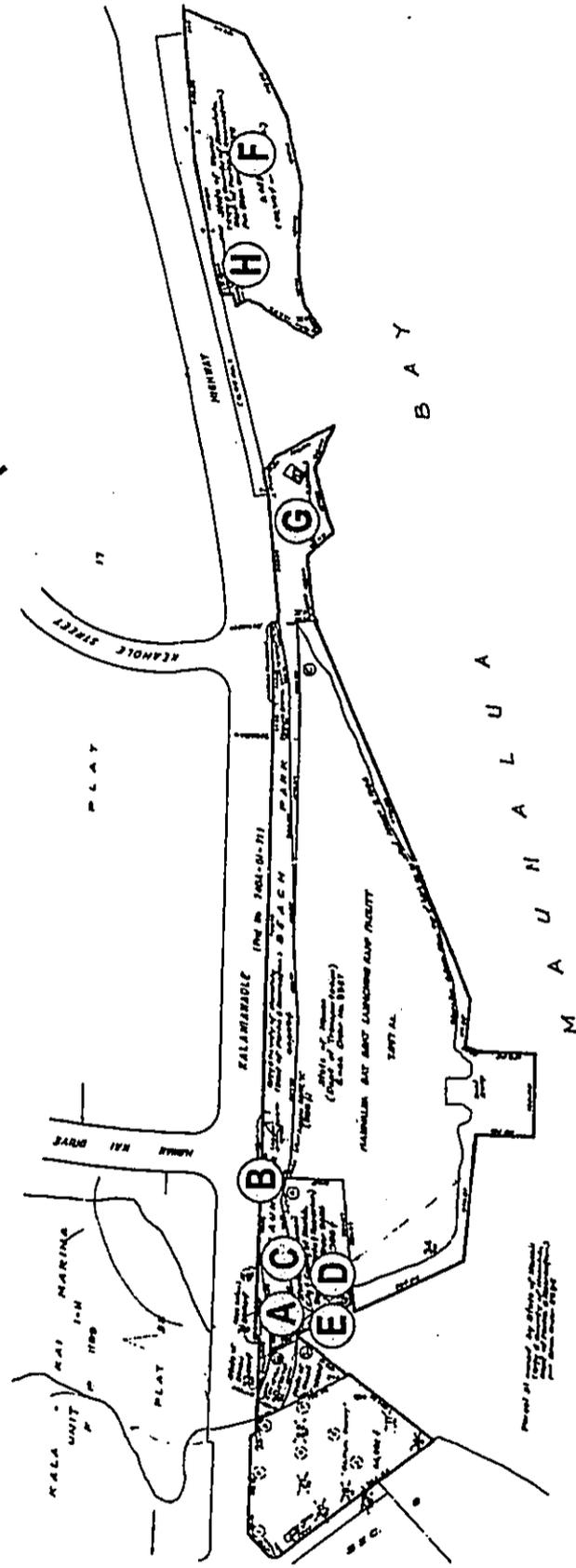


G: Ewa portion of Parcel 11 (no improvements proposed for this area) with comfort station in the background.



H: Small parking lot on the Koko Head portion of Parcel 11 with comfort station in the background. Commercial buildings located across highway.

Exhibit 15
Map Key for Photographs



COMMENT LETTERS AND RESPONSES

COMMENTS RECEIVED ON THE DRAFT ENVIRONMENTAL ASSESSMENT

Agency/Organization	Date of Letter/Fax *	Date of Response Letter
City and County of Honolulu		
Board of Water Supply	June 21, 2000	August 11, 2000
<i>Department of the Corporation Counsel</i>	<i>July 11, 2000</i>	<i>August 11, 2000</i>
Department of Environmental Services	June 16, 2000	August 11, 2000
Department of Planning and Permitting	July 10, 2000	August 14, 2000
State of Hawaii		
<i>Department of Health</i>	<i>August 7, 2000</i>	<i>August 11, 2000</i>
Department of Land and Natural Resources, Historic Preservation Division	June 28, 2000	August 11, 2000
Office of Environmental Quality Control	June 21, 2000	August 11, 2000
Office of Hawaiian Affairs	June 19, 2000	August 11, 2000
Other Organizations/Individuals		
Disability and Communication Access Board	June 29, 2000	August 11, 2000

* Italics represent comments received or postmarked after the July 10, 2000 comment deadline.

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
630 SOUTH BERTANIA STREET
HONOLULU, HAWAII 96843

OFFICE HOURS: Mon-Fri
8:00 AM - 5:00 PM
CHARLES A. STEWART, Vice Chairman
JANUARY 2000
ROBERT S. KAGAWA, Sr.
BARBARA ANN STANTON
KAZUHIKOYAMA, E-Office
PO BOX 51343, HONOLULU, HI 96851
CLIFFORD S. JAMILE
Manager and Chief Engineer



RECEIVED
JUNE 21, 2000
TO JUN 23 10:27

MR. GARY YEE, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION & ENG
D-PT. OF DESIGN & CONST
C & C OF HONOLULU
CARL BRAUN
FOR CLIFFORD S. JAMILE

SUBJECT: YOUR TRANSMITTAL OF JUNE 5, 2000 REGARDING
THE DRAFT ENVIRONMENTAL ASSESSMENT FOR SITE
IMPROVEMENTS TO MAUNALUA BAY BEACH PARK, TRK. 3-9-07. 08

Thank you for the opportunity to review and comment on the Draft Environmental Assessment for the proposed beach park improvements project.

We have the following comments to offer:

1. There is an existing 3-inch compound water meter (Premise I.D. No. 1062097) serving the project site.
2. The existing water system is presently adequate to accommodate the proposed park improvements.
3. The availability of water will be confirmed when the building permit application is submitted for our review and approval. When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission and daily storage.
4. If a three-inch or larger water meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval.
5. The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.
6. The proposed project is subject to Board of Water Supply cross-connection control requirements prior to the issuance of the building permit application.

If you have any questions, please contact Scot Muraoka at 527-5221.



August 11, 2000
Mr. Clifford S. Jamile
Manager and Chief Engineer
Board of Water Supply
City & County of Honolulu
630 South Bertania Street
Honolulu, HI 96843

RE: Draft Environmental Assessment for Site
Improvements to Maunaloa Bay Beach Park

Dear Mr. Jamile:

Thank you for your comments on the above and for participating in the environmental review process. We have incorporated items #1, 2, and 5 in your letter into the Final Environmental Assessment document (Section 2.3.2 Water Supply).

The City & County of Honolulu, Department of Design and Construction will be coordinating the establishment of water service with your agency in the future.

Sincerely,
Dina Tamura Wong
Dina Tamura Wong, AICP
Planner

C: Carl Braun, Department of Design and Construction
Bill Chang, Architect LLC

135 2-10-10
612 402
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1000000

JUL-14-00 FRI 15:15

FAX NO. 808 523 4767

P. 04

JUL-14-00 FRI 15:16

FAX NO. 808 523 4767

P. 05

DEPARTMENT OF THE CORPORATION COUNSEL
CITY AND COUNTY OF HONOLULU

130 SOUTH KING STREET, ROOM 110 • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4751 • FAX: (808) 523-4583 • INTERNET: WWW.HONOLULU.HI.GOV



JERRY HARRIS
MAYOR

DAVID L. ABRAHAM
CORPORATION COUNSEL

DEAN H. OKUMA SEIFE
FIRST DEPUTY CORPORATION COUNSEL

TO: GARY Q. L. YEE -2- July 11, 2000

codified at Section 10-2.5, Revised Ordinances of Honolulu 1990 ("ROH"), states that canoe halau shall be operated to provide "equal opportunity for use by all canoe organizations":

(b) Special Conditions To Be Met When Providing Canoe Storage Facilities (Halau) at City Parks. The following special conditions shall apply to establishment of halau at city parks:

(4) The department of parks and recreation shall establish policies to ensure that halau shall be operated to provide equal opportunity for use by all canoe organizations wishing to store their canoes and kayaks and,

(5) The use of halau shall be controlled and monitored by the department of parks and recreation.

ROH Section 10-2.5(b)(4) and (5) (emphasis added).

The Department of Parks and Recreation's Rules and Regulations Governing the Construction and Operation of Canoe Shelters on City Park Properties, attached for your information, which would govern the use of the new canoe halau, also provides for fair and equitable use of canoe halau by the canoe associations and clubs.

The third paragraph discusses Hui Malu's participation in the City's "Adopt-a-Park" program. In adopting a park or a park facility, the adopters are informed that they are not provided with any benefits or privileges over and above what are available to the public.

Accordingly, to avoid any implication that the Hui Malu Club will have exclusive use of the canoe halau and that such exclusivity stems from its "adopt-a-park" relationship with the City, we recommend that the Section 1.1.1. be revised to state that the canoe halau will be available for use by other canoe organizations and clubs through the DPR's permit process.

July 11, 2000

TO: GARY Q. L. YEE, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

WILLIAM D. BALFOUR, JR., DIRECTOR
DEPARTMENT OF PARKS AND RECREATION

ATTN: CARL BRAUN
DESIGN AND ENGINEERING STAFF
DEPARTMENT OF DESIGN AND CONSTRUCTION

FROM: DAWN D. M. SPURLIN
DEPUTY CORPORATION COUNSEL

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT - SITE
IMPROVEMENTS TO MAUNALUA BAY BEACH PARK

This memorandum responds to a transmittal dated June 5, 2000, from PlanPacific which forwards a copy of the draft environmental assessment ("EA") for the site improvements at Maunalua Bay Beach Park to our office for comment.

As we informed your staff, our review of the draft EA would be limited to whether or not the draft EA conflicts with any ordinances, rules, and regulations of the Department of Parks and Recreation.

The following are our comments to the draft EA. Additions are underscored and deletions are [bracketed].

1. Section 1.1.1.1. Develop a Canoe Halau. Although the statement that "Hui Malu Canoe Club would be the primary user of the facility" is factually correct, we suggest revising the statement to include language that the canoe halau will be available for use by other canoe organizations and clubs. The City Council's policy governing the use of canoe halau

TO: GARY Q. L. YEE -3- July 11, 2000

2. Section 2.1.1.1. Parcel 12. Please revise the second sentence in this paragraph to state as follows:

A bulletin board for use by Hui Nalu and other organizations and park exercise equipment are located near the ewa-makai corner of the site.

3. Section 2.2. Socio-Economic Environment. We recommend revising Paragraph 4 of Section 2.2 to state as follows:

The proposed canoe halau supports a growing sport among adults and young athletes and promotes Hawaiian culture via Hawaiian outrigger canoeing activities. Canoe paddling is a constructive after-school activity that promotes family values, teamwork, commitment, good sportsmanship, and care of the environment. The proposed action will benefit the various local community paddling programs (that Hui Nalu is involved with, such as) which include Maunaloa Bay Canoe Club (supports Kaiser and Kalani High Schools), Na Opio Racing Association, Word of Life Christian Center, Punahou Paddling, and Voyaging Program (supports Kalaheo, Kailua, Castle, Kaiser, Waialua, and Waipahu High Schools).

Should you have any questions concerning the foregoing, please do not hesitate to contact the undersigned at extension 4263

Dawn D. M. Spurlin
DAWN D. M. SPURLIN
Deputy Corporation Counsel

APPROVED:

David Z. Arakawa
DAVID Z. ARAKAWA
Corporation Counsel

DDMS:ey

Attach.

DDC-CANOE.DDI



PLANPACIFIC

August 11, 2000

Ms. Dawn D.M. Spurlin
Deputy Corporation Counsel
Department of the Corporation Counsel
City & County of Honolulu
530 South King Street, Room 110
Honolulu, HI 96813

RE: Draft Environmental Assessment for Site
Improvements to Maunaloa Bay Beach Park

Dear Ms. Spurlin:

Thank you for your comments on the above. Our responses follow the order in which your comments appeared in your letter. The responses will be included in the Final EA in the sections noted below.

1. Section 1.1.1 Develop a Canoe Halau. The second and third paragraph of this section will be deleted. It will be replaced with the following paragraphs which incorporate your suggestions as well as more detail regarding the management of the proposed facility:

It would be used by the local canoe paddling community which includes, among others, Hui Nalu, Maunaloa Bay Canoe Club, and Na Opio Racing Association. The proposed facility would support Hawaiian outrigger canoeing which is a growing recreational sport, as well as a vehicle for personal growth, character development, education, and awareness of Hawaiian cultural values.

The proposed canoe halau would be constructed by the City & County of Honolulu, Department of Design & Construction (DDC) and overall management of the facility would be provided by the City & County of Honolulu Department of Parks and Recreation (DPR). DPR has adopted rules and regulations regarding the construction and operation of canoe shelters on

145 South Street
Suite 302
Honolulu
Hawaii 96813
Tel: (808) 521-2418
Fax: (808) 521-2448

City park properties (see Exhibit 1). These rules and regulations fulfill special conditions relating to canoe storage facilities at City parks, as codified in Section 10-2.5, *Revised Ordinances of Honolulu 1990* (ROH). One of the conditions states that DPR establish policies to ensure that halau shall be operated to provide equal opportunity for use by all canoe organizations wishing to store their canoes and kayaks.

According to DPR's rules and regulations, canoe clubs using the proposed facility must have membership that is open to the general public. Furthermore, permits to store canoes in a canoe shelter are issued on an annual basis to canoe clubs by the DPR, Parks Permit Section only after approval by their respective canoe association, e.g., Oahu Hawaiian Canoe Racing Association, Na Opio Racing Association, and Hui Waa. Canoe associations are required to furnish DPR with a listing of canoe storage space assignments. The proposed canoe halau would also be open, on a space available basis, to canoe clubs who are not members of any canoe association.

Daily maintenance of the proposed canoe halau would be the responsibility of the canoe club using the storage facility. Repairs to the facility would be made by the City.

2. Section 1.1.1.1 Develop a Canoe Halau. The third paragraph which mentions the "Adopt-a-Park" program will be deleted.

3. Section 2.1.1 Existing Uses. The description of Parcel 32 will be revised to delete specific use of the bulletin board by Hui Nalu. The revised sentence will read as follows:

A bulletin board for use by canoe clubs and other organizations and park exercise equipment are located near the ewa-makai corner of the site.

4. Section 2.2 Socio-Economic Environment. The fourth paragraph of this section will be revised to delete reference that the proposed action will specifically benefit Hui Nalu. The revised sentence will be as follows:

The proposed action will benefit the local canoe paddling community which includes, among others, Hui Nalu, Maunaloa Bay Canoe Club (supports Kaiser and Kalani High Schools), Na Opio Racing Association, Word of Life Christian Center, Punahou Paddling, and Voyaging Program (supports Kalaheo, Kailua, Castle, Kaiser, Waialua, and Waipahu High Schools).

Thank you for your review.

Sincerely,



Dina Tamura Wong, AICP
Planner

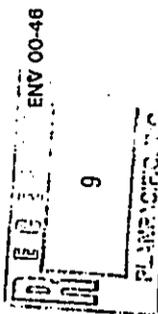
DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY AND COUNTY OF HONOLULU
450 SOUTH KING STREET, 2ND FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 537-4643 • FAX: (808) 537-4675 • TDD: (808) 537-4675



ADRIAN HARRIS
Mayor

KENNETH E. SPRAGUE, P.E., P.L.C.
Director
HAARU FIDUCIARIA
County Director

JUN 16 2000



MEMORANDUM

TO: GARY Q.L. YEE, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

ATTENTION: CARL BRAUN

FROM:  KENNETH E. SPRAGUE, DIRECTOR
DEPARTMENT OF ENVIRONMENTAL SERVICES

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT/IDEA
SITE IMPROVEMENT TO MAUNALOA BAY BEACH PARK
TMK: 3-9-07: 08_011 AND 032

We have reviewed the subject DEA and have no comments to offer at this time.
Should you have any questions, please contact Alex Ho at extension 4150.

cc: Plan Pacific - Ms. Dina Tamura Wong ✓



August 11, 2000

Mr. Kenneth E. Sprague
Director
Department of Environmental Services
City & County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

RE: Draft Environmental Assessment for Site
Improvements to Maunaloa Bay Beach Park

Dear Mr. Sprague:

Thank you for participating in the environmental review process.

Sincerely,
Dina Tamura Wong

Dina Tamura Wong, AICP
Planner

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE (808) 522-4414 • FAX (808) 522-6743 • INTERNET www.ci.honolulu.hi.us/planning



JEREMY HARRIS
Mayor

RAMONAL K. PUNO, MA
Director

LORETTA S.C. CHEE
Deputy Director

2000/CLOG-3292 (ST)

July 10, 2000

TO: GARY Q.L. YEE, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

ATTN: CARL BRAUN, PROJECT COORDINATOR

FROM: RANDALL K. FUJIKI, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING
for Wilson Mook

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA)
MAUNALOA BAY BEACH PARK IMPROVEMENTS
EAST HONOLULU, OAHU
TAX MAP KEY 1-2-7: 8, 11, and 12

We have reviewed the DEA for the above-referenced project received on June 5, 2000, and have the following comments:

1.1.1 Purpose of the Project

The Final EA must be expanded to discuss how the proposed facility will be used, operated and managed. This discussion must clarify how access to the proposed facility will be controlled and how canoe storage space will be allocated. The Final EA should also provide a more complete background description of the existing use of this beach park site, including typical weekly use, as well as during seasonal and special events (ie., Races, regattas, etc.).

This additional information is essential in determining whether the facility meets the "public use" definition, pursuant Article 10 of the Land Use Ordinance (LUO).

1.1.2 Physical Characteristics

The proposed facility is indicated to be within 55 feet of the shoreline, which, pursuant to Chapter 23, Revised Ordinances of Honolulu (ROH), indicates that a certified shoreline survey will be required. The Final EA should clarify the location of the shoreline relative to the proposed facility in order to determine

115 South King Street
June 30, 2000
Honolulu, HI 96813

Per: Dina Tamura Wong
Tel: 522-4414

GARY Q.L. YEE, DIRECTOR
Page 2
July 10, 2000

whether there are any shoreline setback requirements for this project. We also suggest that an exhibit be provided which displays the project relative to current tax map key boundaries.

Design Features - Information on the amount and type of fill material to be used to bring the building site to its necessary final elevation should be provided.

Landscaping - This section should discuss plant species which are proposed for use in landscaping improvements for the project, as is shown in Exhibits 6 and 7.

Parking - This section should be expanded to describe the capacity of the existing off-site parking lot and discuss whether there are any formal arrangements to ensure that this parking situation will continue once the new facility is completed.

The Final EA should also elaborate on what is a five-station fitness course which is planned on Parcel 32.

2.1.3 Topography and Soil Characteristics

This section of the Final EA should describe the existing drainage and erosion characteristics of the project area.

2.1.4 Flood Hazard

This section should be expanded to discuss how drainage and floodwaters will be managed once the proposed project is completed.

2.1.6 Significant Habitat

The section should clarify whether the project area itself provides any habitat, feeding or loafing areas for any wildlife species, including those other than avifauna. The Final EA should discuss whether aquatic species, such as sea turtles or brackish water fish species utilize the stream to and from Kala Kai Marina.

2.2 SOCIO-ECONOMIC ENVIRONMENT

This section of the Final EA should clarify how many people currently use this location and elaborate on the anticipated growth in the use of this area once this facility is completed.

GARY Q.L. YEE, DIRECTOR
Page 3
July 10, 2000

Should you have any questions, please contact Steve Tagawa of our Land Use Approvals Branch at 523-4817.

RKF:st

cc: Office of Environmental Quality Control
Dina Tamura-Wong, PlanPacific ✓

0615419



August 14, 2000

Mr. Randall K. Fujiki, AIA
Director
Department of Planning & Permitting
City & County of Honolulu
650 South King Street
Honolulu, HI 96813

**RE: Draft Environmental Assessment for Site
Improvements to Maunaloa Bay Beach Park**

Dear Mr. Fujiki:

Thank you for your comments on the above. Our responses follow the order in which your comments appeared in your letter. The responses will be included in the Final EA in the sections noted below.

1. **How the Proposed Facility will be Used, Operated, and Managed (1.1.1 Purpose of the Project).** In sum, the proposed canoe halau would be constructed by the City & County of Honolulu, Department of Design & Construction (DDC) and overall management of the facility would be provided by the City & County of Honolulu Department of Parks and Recreation (DPR). DPR-adopted rules and regulations regarding the construction and operation of canoe shelters on City park properties are included as a new exhibit.

2. **Existing Use of Beach Park Site (2.1.1 Existing Uses).** Maunaloa Bay Beach Park is used year-round for canoe paddling and kayaking. Peak activity occurs during regatta season which runs from April to August. During this time, about 150 to 250 paddlers practice during the weekday afternoons. Long distance season extends from August to October. About 50 paddlers practice daily during these months. The park is also used for canoe paddling between September and January when about 200 paddlers from nearby high schools practice on weekdays. Maunaloa Bay

Beach Park is the site for three one-day racing events held in March, May, and September.

3. **Shoreline Setback (1.1.2 Physical Characteristics).** This section will be corrected to indicate that the proposed facility will be beyond (rather than within) the required 55-foot shoreline setback. The proposed canoe halau would be situated approximately 60 feet from the natural vegetation line (assumed to be the top of the channel bank). The conceptual site plan exhibit will show the 55-foot shoreline setback relative to the proposed canoe halau. As suggested, a new exhibit will also be included which shows the project relative to current tax map key boundaries.

4. **Design Features (1.1.2 Physical Characteristics).** To address potential flooding, fill heights averaging 1.5 to 2.5 feet will be constructed in order to raise the finished floor to an elevation of six feet. It is anticipated that approximately 800 cubic yards of structural fill will be imported.

5. **Landscaping Improvements (1.1.2 Physical Characteristics).** This section will be amended to list the plant species shown in Exhibits 6 and 7. Landscape improvements for Parcel 11, located at the kokohhead end of Maunaloa Bay Beach Park, include native Hawaiian trees, such as hala; native Hawaiian groundcover, such as naupaka; a medium canopy shade tree, such as beach heliotrope, tree kou, or autograph; 30 new coconut palms; and open lawn grass, such as common bermuda grass or seashore paspalum.

Landscape improvements for Parcel 32 include tropical accent shade trees, such as hala and autograph; native Hawaiian groundcover, such as naupaka; new coconut palms; and shrub mass, such as dryland taro.

6. **Parking (1.1.2 Physical Characteristics and 2.1.1 Existing Uses).** In sum, the parking lot at the State's Boat Launching Ramp Facility has 45 spaces for passenger vehicles, two handicapped spaces, and 48 trailer spaces. The City Department of Parks and Recreation (DPR) and the State Department of Land and Natural Resources (DLNR), Division of Boating and Ocean Recreation (DOBOR) presently have an informal joint use agreement regarding use of the parking lot. The parking lot has sufficient capacity to accommodate all users and is full only when special events, such as canoe races, are held.

7. **Five-Station Fitness Course (1.1.2 Physical Characteristics).** The five-station fitness course, a system for outdoor fitness and conditioning, will be designed to work different muscle groups. It could include, for example, a jump touch bar, parallel bar, pull-up bar, and a sit-up bench.

8. **2.1.3 Topography and Soil Characteristics.** The existing drainage characteristics of the project site are included in Section 2.3.4 Stormwater.

PLANETAL ENVIRONMENTAL CONSULTANTS
1000 KALANIANA'OLANI BLVD., SUITE 1000
HONOLULU, HI 96813
TEL: 832-2211 FAX: 832-2212



STATE OF HAWAII
DEPARTMENT OF HEALTH
PO BOX 3378
HONOLULU, HAWAII 96801

August 7, 2000

00-113/epo

BRUCE S. ANDERSON, M.D., M.P.H.
DIRECTOR OF HEALTH

BRUCE S. ANDERSON, M.D., M.P.H.
DIRECTOR OF HEALTH

With regard to erosion characteristics, Parcels 8 and 11 are fairly well-grassed. The existing grassing on Parcel 32, however, is sparse and the majority of the site drains to the ocean. Site grading and landscaping will add much needed grassing to Parcel 32 and reduce the amount of runoff heading directly to the ocean.

9. **2.1.4 Flood Hazard.** Discussion of how drainage will be managed once the proposed project is completed is included in Section 2.3.4 Stormwater. In sum, the velocity and volume of on-site flows is not expected to increase and there will be no additional adverse effects resulting from the proposed canoe halau.

With regard to management of floodwaters, Section 2.1.4 was amended to include that in the event of significant damage to the canoe halau, the proposing agency also acknowledges that one of the potential mitigative measures would include removal or relocation of the canoe halau.

10. **2.1.6 Significant Habitat.** There are no rare, endangered, or threatened species of plants or wildlife that inhabit Maunalua Bay Beach Park. This is noted in Section 2.1.5 Flora and Fauna.

Based on personal communication with US Fish & Wildlife Services (John Schmerfeld, biologist, 6/20/00), the agency has no concerns regarding the proposed project's impact on the marine environment.

There are no threatened or endangered aquatic species, such as green sea turtles or brackish water fish, which regularly use the channel to and from Kala Kai Marina. According to the National Marine Fisheries Service (NMFS), green sea turtles are occasionally sighted in the Kala Kai and Hawaii Kai Marinas. The channel leading into the Kala Kai Marina, however, is not a sea turtle study site for the NMFS. Furthermore, neither construction activities nor operations of the proposed canoe halau will impact the sea turtles.

11. **2.2 Socio-Economic Environment.** Regarding how many people currently use the project site, please see response item #2 above.

Regarding expected growth, it is anticipated that the majority of those who will use the proposed canoe halau already paddle and use the present facilities at Maunalua Bay Beach Park. Thus, the net increase in canoe paddling and kayak activities resulting from the proposed project is not expected to be significant.

Thank you for your review.

Sincerely,

Dina Tamura Wong, AICP
Planner

Post-Net Fax No. 7871	Date to AUG 00	Page 3
To: DINA TAMURA WONG	From: CARL BRAUN	
On: Oahu Pacific	Ca: DDC/FDE	
Phone: 521-9418 x14	Phone: 523-4767	
Fax: 521-9468	Fax: 523-4767	

Mr. Carl Braun
City & County of Honolulu
Department of Design
and Construction
650 South King St., 9th Floor
Honolulu, Hawaii 96813

Dear Mr. Braun:

Subject: Draft Environmental Assessment (DEA)
State Improvements to Maunalua Bay Beach Park
Hawaii Kai, Oahu
THK: 3-9-07: 8

Thank you for allowing us to review and comment on the subject project. We have the following comments to offer:

Polluted Runoff Control

Proper planning, design and use of erosion control measures and management practices will substantially reduce the total volume of runoff and limit the potential impact to the coastal waters from polluted runoff. Please refer to the Hawaii's Coastal Nonpoint Source Control Plan, pages III-117 to III-119 for guidance on these management measures and practices for specific project activities. To inquire about receiving a copy of this plan, please call the Coastal Zone Management Program in the Planning Office of the Department of Business, Economic Development and Tourism at 587-2877.

The following practices are suggested to minimize erosion during construction activities:

1. Conduct grubbing and grading activities during the low rainfall months (minimum erosion potential).

AUG-10-00 THU 13:02

FAX NO. 808 523 4767

P. 02

AUG-10-00 THU 13:02

FAX NO. 808 523 4767

P. 03

Mr. Carl Braun
August 7, 2000
Page 2

2. Clear only areas essential for construction.
3. Locate potential nonpoint pollutant sources away from steep slopes, water bodies, and critical areas.
4. Protect natural vegetation with fencing, tree armoring, and retaining walls or tree wells.
5. Cover or stabilize topsoil stockpiles.
6. Intercept runoff above disturbed slopes and convey it to a permanent channel or storm drain.
7. On long or steep slopes, construct benches, terraces, or ditches at regular intervals to intercept runoff.
8. Protect areas that provide important water quality benefits and/or are environmentally sensitive ecosystems.
9. Protect water bodies and natural drainage systems by establishing stream side buffers.
10. Minimize the amount of construction time spent in any stream bed.
11. Properly dispose of sediment and debris from construction activities.
12. Replant or cover bare areas as soon as grading or construction is completed. New plantings will require soil amendments, fertilizers and temporary irrigation to become established. Use high planting and/or seeding rates to ensure rapid stand establishment. Use seeding and mulch/mats. Sodding is an alternative.

The following practices are suggested to remove solids and associated pollutants in runoff during and after heavy rains and/or wind:

1. Sediment basins.
2. Sediment traps.
3. Fabric filter fences.
4. Straw bale barriers.
5. Vegetative filter strips.

Mr. Carl Braun
August 7, 2000
Page 3

Any questions regarding these matters should be directed to the Polluted Runoff Control Program in the Clean Water Branch at 586-4309.

Sincerely,



GARY GILL
Deputy Director
Environmental Health Administration

C: CWB



August 11, 2000

Mr. Gary Gill
Deputy Director
Environmental Health Administration
State of Hawaii
Department of Health
PO Box 3378
Honolulu, HI 96801

RE: Draft Environmental Assessment for Site
Improvements to Maunaloa Bay Beach Park

Dear Mr. Gill:

Thank you for your comments on the above. Construction activities will comply with all applicable regulations of the City and State Department of Health. Reference to polluted runoff management measures and practices contained in *Hawaii's Coastal Nonpoint Source Control Plan* will be made in the Final EA (Section 2.1.1.10 Water Quality).

Sincerely,
Dina Tamura Wong

Dina Tamura Wong, AICP
Planner

145 Queen Street
Suite 302
Honolulu, HI 96813
Tel: 808-521-2414
Fax: 808-521-2443

REYNOLDS & CLAYTON
COURT REPORTERS



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kalahele Building, Room 518
501 Kalia Avenue
Honolulu, HI 96813

THE HONOLULU BOARD OF LAND AND NATURAL RESOURCES
PLANNING AND DESIGN DIVISION
1001 KALIA AVENUE
HONOLULU, HI 96813

AQUATIC RESOURCES
SOILS AND OCEAN RECLAMATION
CONSERVATION AND RESTORATION
DEPARTMENT
CONSERVATION
PLANNING AND DESIGN
HISTORIC PRESERVATION
LAND
STATE PARKS
WATER RESOURCE MANAGEMENT

June 28, 2000

Dina Tamura Wong
Plan Pacific
737 Bishop Street, Suite 1520
Honolulu, Hawaii 96813

LOG NO: 25680 ✓
DOC NO: 0006EJ25

Dear Ms. Wong:

SUBJECT: Chapter 6E-8 Historic Preservation Review DRAFT EA Site Improvements
to Maunaloa Bay Beach Park
Maunaloa, Kona, O'ahu
TMK: 3-9-07:008; -011;-032

Thank you for the opportunity to comment on the Draft EA for the proposed improvements to Maunaloa Bay Beach Park which includes construction of a canoe halau and landscaping improvements. Our review is based on historic reports, maps, and aerial photographs maintained at the State Historic Preservation Division; no field inspection was made of the project areas.

The draft EA incorporates our comments that we believe that this project will have "no effect" on historic sites because these areas have been filled to enlarge the shoreline, and because historic sites are not likely to be present in these fill soils. Our comments are included in full as Exhibit 8 in the draft EA.

Should you have any questions, please feel free to call Sara Collins at 692-8026 or Elaine Jourdan at 692-8027.

Aloha,

Don Hibbard, Administrator
State Historic Preservation Division

Cc: Carl Braun, City & County of Honolulu, Department of Design and Construction

EJ:R



PLANPACIFIC C

BENJAMIN J. CAVETAKO
DIRECTOR



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

328 SOUTH BERTANHA STREET
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-1188
FACSIMILE (808) 586-1188

GEREVIVE SALLMONSON
DIRECTOR

3
JUN 21 2000

August 11, 2000

Mr. Don Hibbard
Administrator
State of Hawaii
Department of Land and Natural Resources
Historic Preservation Division
Kakuhihewa Building, Room 555
501 Kamokila Boulevard
Kapolei, HI 96707

Mr. Gary Q. L. Yee, Director
Department of Design and Construction, City and County of Honolulu
650 South King Street, 9th Floor
Honolulu, Hawaii 96813

Dear Mr. Yee:

We have reviewed the draft environmental assessment entitled "Site Improvements to Maunaloa Bay Beach Park" and offer the following comments for your consideration.

RE: Draft Environmental Assessment for Site
Improvements to Maunaloa Bay Beach Park

Dear Mr. Hibbard:

Thank you for your comments on the above and for participating in the environmental review process.

Sincerely,

Dina Tamura Wong, AICP
Planner

1. WASTEWATER GENERATION AND NEARSHORE WATER QUALITY

The draft environmental assessment notes that "Maunaloa Bay Beach Park is presently not connected to the municipal sewer system. Water from the existing shower on Parcel 8 drains directly into the ground. The existing comfort station at the Koko Head end of Maunaloa Bay Beach Park is connected to a cesspool waste system." The DEA further contains that "[i]f the proposed project does not include showers or restroom facilities, thus there will be no impacts to the wastewater system."

While observing that the project will have no impacts on the "wastewater system" due to the lack of showers or additional restroom facilities, the draft environmental assessment needs to consider the indirect and cumulative effects of building the balau, especially with respect to additional wastewater generated in the existing restroom facility and nearshore water quality. Buildings, like roads, attract users. The balau, especially with its instructional laua, will attract users. Please consider possible increases in wastewater contributions to the existing cesspool and its indirect and cumulative effect on nearshore water quality parameters (e.g. coliform count) and whether additional comfort station facilities or eventual hook-up to the sewer system is warranted.

2. NATIVE LANDSCAPING

The Office supports the efforts of the City to landscape the area with native plants. Our "Native Hawaiian Garden" website (at <http://www.state.hi.us/health/occe/land/index.html> on the Internet) has information which may be of use to you in this regard.

Please call Leslie Segundo of my staff at 586-4185 if you have any questions.

Sincerely,

GEREVIVE SALLMONSON
Director

cc: Carl Braun, Department of Design and Construction
• Dina Tamura Wong, PlanPacific Inc.

328 South Bertanha Street
Suite 302
Honolulu, HI 96813
Tel: 808 586-1188
Fax: 808 586-1188



2. Native Landscaping. Thank you for your reference to OEQC's website "Native Hawaiian Garden" at <http://www.state.hi.us/health/osgc/garden/index.html>. This reference will be forwarded to the relevant persons involved with this project.

Thank you for your review.

Ms. Genevieve Salmonson
Director
State Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, HI 96813

RE: Draft Environmental Assessment for Site
Improvements to Maunaloa Bay Beach Park

Dear Ms. Salmonson:

Thank you for your comments on the above. Our responses follow the order in which your comments appeared in your letter.

1. **Wastewater Generation and Nearshore Water Quality.**
The following will be added to Section 2.3.3 Wastewater in the Final EA:

The proposed project does not include showers or restroom facilities, thus there will be no direct impacts to the wastewater system. Indirect and cumulative effects of building the canoe halau will also not be significant since the proposed project will not change how the site is presently used, except by providing a permanent storage facility. It is anticipated that the majority of those who will use the proposed canoe halau already paddle and use the present facilities at Maunaloa Bay Beach Park. As such, additional wastewater generated from the existing showers and restroom facilities and its affect on nearshore water quality is not expected to be significant. Given the above, the proposed canoe halau does not warrant an additional comfort station or hook-up to the municipal sewer system.

Please also note that the instructional lanai included as part of the canoe halau was incorrect. A more appropriate description would be an informal gathering area for paddlers. It is simply an area where paddlers would gather before and after practices.

Sincerely,
Dina Tamura Wong

Dina Tamura Wong, AICP
Planner

C: Carl Braun, Department of Design and Construction
Bill Chang, Architect LLC
Irvin Higashi, Walters, Kimura, Motoda, Inc.

PHONE (808) 594-1888

FAX (808) 594-1865



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPOLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813

COPY



June 19, 2000

City & County of Honolulu
Department of Design and Construction
850 South King Street, 9th Floor
Honolulu, HI 96813
ATTN: Mr. Carl Braun

(EIS #396)

Subject: Site Improvements to Maunalua Bay Beach Park
Maunalua Bay Beach Park, Hawaii Kai, O'ahu, Hawaii
TMK: 3-9-07:008; 011; 032

Dear Mr. Braun,

Thank you for the opportunity to comment on the above referenced project. The City & County of Honolulu Department of Design and Construction proposes to develop a canoe halau and improve landscaping at Maunalua Bay Beach Park in Hawaii Kai.

At this time the Office of Hawaiian Affairs has no comment to the proposed project. If you have any questions, please contact Mark A. Mararagan, Policy Analyst at 594-1945.

Sincerely,

Colin C. Kippen, Jr.
Deputy Administrator

cc: OHA Board of Trustees
Dina Tamura Wong, AICP - Plan Pacific
Office of Environmental Quality Control

August 11, 2000

Mr. Colin C. Kippen, Jr.
Deputy Administrator
State of Hawaii
Office of Hawaiian Affairs
711 Kapiolani Boulevard, Suite 500
Honolulu, HI 96813

RE: Draft Environmental Assessment for Site
Improvements to Maunalua Bay Beach Park

Dear Mr. Kippen:

Thank you for your comments on the above and for participating in the environmental review process.

Sincerely,

Dina Tamura Wong, AICP
Planner

145 O-John Street
June 302
Honolulu
Hawaii 96813
Tel: 808/521-2413
Fax: 808/521-2413



DISABILITY AND COMMUNICATION ACCESS BOARD

919 Ala Moana Boulevard, Room 101 • Honolulu, Hawaii 96814
Ph: (808) 586-8121(VTDD) • Fax: (808) 586-8129

RECEIVED

June 29, 2000

TO JUN 30 8 36

City and County of Honolulu
Department of Design & Construction
650 S. King St., 9th Floor
Honolulu, Hawaii 96813

FACILITIES DESIGN & ENG
DEPT. OF DESIGN & CONST
C & C OF HONOLULU

Attn: Carl Braun

Subject: Site Improvements to Maunaloa Bay Beach Park
Draft Environmental Assessment dated May 2000
TMKS: 3-9-08-008, 3-9-07-011, 3-9-07-032

cc: File

The above reflects staff technical assistance comments. They do not reflect our board's approval or disapproval of the plan, per se. There are no further comments to offer at this time. Thank you for giving us this opportunity to provide comment.

If you have questions or concerns, please feel free to contact Mr. Gary L. Batcheller, Facility Access Specialist, or Mr. Ben Grospe, Facility Access Coordinator, at 586-8121.

Sincerely,

Francine Wai
Executive Director

Dear Mr. Braun:

The Draft Environmental Impact Statement for the Maunaloa Bay Beach Park has been submitted to our office for comment. The purpose of our review is to ensure that the planning and design development phases of this proposed project take into account accessibility for persons with disabilities. The following common elements for the planned Maunaloa Bay Beach Park improvements are listed below:

Development of a canoe halau
Improved landscaping

The plan should ensure that all features and routes incorporate appropriate and accessible walking surfaces not only from accessible parking to the canoe halau, but also to applicable outdoor features of interest. Accessibility is mentioned in terms of the new pathway. For your reference, the U.S. Access Board's Regulatory Negotiation Committee has published the "Final Report on Accessibility Guidelines for Outdoor Developed Areas" in September 1999. It will provide this project with information that may be helpful in the overall planning of the site.

This project falls within the scope of the Americans with Disabilities Act (ADA) Title II, covering state and local governments, and §103-50 Hawaii Revised Statutes (HRS). Although the technical requirements are nearly identical, there may be areas of difference. Also, §103-50 HRS contains a requirement for a review process by the Disability and Communication Access Board. We suggest you provide a general accessibility statement under "Section 5. List of All Approvals and Permits Required".

5. — Chapter 103, Hawaii Revised Statutes

"All buildings, facilities, and sites shall be designed to meet the Americans with Disabilities Act Accessibility guidelines and the requirements of §103-50 Hawaii Revised Statutes (HRS). Buildings, facilities, and sites shall incorporate the best design practices noted in the recommendations from the U. S. Architectural and Transportation Barriers Compliance Board's Regulatory Negotiation Committee Final Report, " Accessibility Guidelines for Outdoor Developed Areas," published in September 1999, or when applicable, other more current documents providing guidelines for outdoor recreational areas".



August 11, 2000

Mr. Francis Wai
Executive Director
Disability and Communication Access Board
919 Ala Moana Boulevard, Room 101
Honolulu, HI 96814

RE: Draft Environmental Assessment for Site
Improvements to Maunaloa Bay Beach Park

Dear Mr. Wai:

Thank you for your comments on the above. Our responses follow the order in which your comments appeared in your letter. The responses will be included in the Final EA in the sections noted below.

1. **Section 1.1.1 Purpose of the Project.** The paragraph under the Improve Landscaping heading will be amended to note that the five-station fitness course, described in Section 1.1.2, would be located along the proposed pathway which leads from the existing sidewalk on Kalanianaʻole Highway to the Canoe Haulau.
2. **Section 5 List of All Permits and Permits Required.** The first paragraph of this section was amended to note that, according to §103-50 *Hawaii Revised Statutes (HRS)*, the applicant is required to seek advice and recommendations from the Disability and Communication Access Board on construction plans prior to commencing with construction.

Thank you for your reference to documents providing guidelines for outdoor recreational areas, particularly the recently published *Final Report on Accessibility Guidelines for Outdoor Developed Areas* (September 1999). Thank you also for your review.

Sincerely,

Dina Tamura Wong, AICP
Planner

c: Carl Braun, Department of Design and Construction
Bill Chang, Architect LLC

115 Queen Street
Suite 302
Honolulu
Hawaii 96813
Tel: 808-521-1414
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