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DEPARTMENT OF DESIGN AND CONSTRUCTION

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CDD-A 11-438654

October 27, 2011

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OFC. OF ENVIRONMENTAL QUALITY CONTROL

Mr. Gary Hooser, Director
Office of Environmental Quality Control
State of Hawaii
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Subject: Revised Draft Environmental Assessment for
Bayview Street Relief Drain Project
Waianae, Oahu

The City and County of Honolulu, Department of Design and Construction, has reviewed the Revised Draft Environmental Assessment (RDEA) for the subject project, and anticipates a Finding of No Significant Impact. Please publish notice in the next available OEQC Environmental Notice.

We have enclosed the following:

- a completed OEQC Publication Form
- one (1) copy of the document in pdf format on CD
- one (1) hardcopy of the Draft EA

If you have any questions, please contact our Project Manager Gary Kam with the Civil Division at 768-8819, or by email at gkam2@honolulu.gov.

Very truly yours,

Collins D. Lam, P.E.
Director

GK:DT:lal

Enclosures

Project Name: Bayview Street Relief Drain Project

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Publication Form
The Environmental Notice
Office of Environmental Quality Control

Applicable Law:	EIS law (Ch. 343, HRS and 11-200, HAR)
Type of Document:	Revised Draft Environmental Assessment
Island:	O'ahu
District:	Wai'anae
TMK:	Portions of 8-5-08: 35, 36, 43, 44, 45, 49, and 8-5-01:62
Permits Required:	May require Department of Health (DOH), Section 401, Clean Water Act, Water Quality Certification; DOH Noise Permit; DOH Community Noise Permit; National Pollutant Discharge Elimination System (NPDES) permit from DOH; City and County of Honolulu, Department of Planning and Permitting (DPP), Grading and Trenching construction permits; DPP Traffic Review Branch approval of traffic control plan; Department of Parks and Recreation approval for work within Pōka'ī Bay Beach Park; May require Army Corps of Engineers, Department of Army Permit, Section 404, Clean Water Act; Notification and reporting of any changes to the inventory of stormwater outlets under the City and County municipal stormwater permit (NPDES Permit No. HI S000002
Applicant or Proposing Agency:	City and County of Honolulu, Department of Design and Construction
Address:	650 South King Street, 15th Floor, Honolulu, Hawai'i 96813
Contact & Phone:	Gary Kam, 808-768-8819
Approving Agency/ Accepting Authority:	City and County of Honolulu, Department of Design and Construction
Address:	650 South King Street, 15th Floor, Honolulu, Hawai'i 96813
Contact & Phone:	Gary Kam, 808-768-8819
Consultant:	Bow Engineering & Development, Inc
Address:	1953 S. Beretania Street, PH-A, Honolulu, Hawaii 96826
Contact & Phone:	Ezra Lum, 808-941-8853 ext. 114

Project Summary:

The City and County of Honolulu Department of Design and Construction plans to construct storm drainage improvements between Farrington Highway and Pōka'ī Bay in Wai'anae on the Leeward side of O'ahu. The proposed drainage improvements would replace a portion of an existing drainage system that currently serves the area around Bayview Street and a portion of Wai'anae Valley Road. The existing drainage system has inadequate capacity to service the project area, and residents in the area have documented flooding problems. The proposed drainage improvements would increase the drainage system capacity with the use of High Density Polyethylene Pipes (HDPE) and concrete drain boxes of varying sizes. The proposed improvements would occur predominantly along the previous alignment along existing right-of-way, though more extensive trenching would be required to accommodate the larger pipes.

In February 2005, a Draft Environmental Assessment was issued for environmental review of an alternate alignment that would redirect drainage to an existing unlined drainage channel, which discharges south of Pōka'ī Bay and Kāne'īlio Point and has been in service for over 20-years with an established National Pollutant Discharge Elimination System (NPDES) permit. To minimize potential impacts to unknown historic or cultural remains, the current Bayview Street Relief Drain Project would construct the drainage improvements along the existing alignment.

The environmental impacts of the proposed alignment are not expected to be significant with implementation of appropriate mitigation measures. Construction activities are anticipated to have short-term noise, erosion, traffic, and air quality impacts in the surrounding area. Compliance with State and City and County rules and regulations would minimize these construction-related impacts. Potential impacts to cultural resources would be minimized with implementation of mitigation. No significant long-term effects from project implementation are anticipated.

REVISED DRAFT ENVIRONMENTAL ASSESSMENT

Bayview Street Relief Drain Project

Waiʻanae, Oʻahu, Hawaiʻi

TMK: 8-5-08: 35, 36, 43, 44, 45, 49, and 8-5-01:62

This environmental document has been prepared pursuant to
Chapter 343, Hawaii Revised Statutes

Proposing Agency:

Department of Design and Construction
City and County of Honolulu
650 South King Street, 15th Floor
Honolulu, Hawaii 96813

Prepared By:

Bow Engineering & Development, Inc.
1953 South Beretania Street, PH-A
Honolulu, Hawaii 96826

October 2011

SUMMARY INFORMATION

PROJECT:	Bayview Street Relief Drain Project
PROPOSING AGENCY:	Department of Design and Construction City and County of Honolulu 650 South King Street, 15th Floor Honolulu, Hawai‘i 96813
CONTACT:	Gary Kam Ph. No. 808-768-8819 gkam2@honolulu.gov
LOCATION:	Wai‘anae, O‘ahu, Hawai‘i
TAX MAP KEY:	Portions of 8-5-08: 35, 36, 43, 44, 45, 49, and 8-5-01:62
LAND AREA:	0.50 acres, excluding roadway
LANDOWNERS:	City and County of Honolulu Various Private Owners, drain lines within easements on private property State of Hawai‘i
EXISTING USE	Roadway; Vacant Land; Beach park
STATE LAND USE DESIGNATION:	Urban
SUSTANABLE COMMUNITIES PLAN AREA:	Wai‘anae
EXISTING ZONING:	N/A
SPECIAL MANAGEMENT AREA:	Within SMA
ANTICIPATED DETERMINATION	Finding of No Significant Impact (FONSI)

TABLE OF CONTENTS

1 Introduction 1
- 1.1 Purpose of the Environmental Assessment 1
- 1.2 Overview 1
- 1.3 Purpose and Need for the Project 1

2 Project Description 2
- 2.1 Environmental Setting 2
- 2.2 Project History 2
- 2.3 Description of the Proposed Action 3
- 2.4 Project Phasing and Construction Cost 9

3 Description of the Affected Environment 10
- 3.1 Climate 10
- 3.2 Topography 10
- 3.3 Soils 10
- 3.4 Water Quality and Marine Environment 11
- 3.5 Drainage 13
- 3.6 Natural Hazards 13
- 3.7 Social Characteristics 14
- 3.8 Vegetation and Fauna 14
- 3.9 Historical, Archaeological and Cultural Resources 14
- 3.10 Utilities 16
- 3.11 Air Quality 16
- 3.12 Noise 17
- 3.13 Traffic 17
- 3.14 Land Use Controls 18

4 Necessary Permits and Approvals 21

5 Alternatives to the Proposed Action 22
- 5.1 No Action Alternative 22
- 5.2 Alternative Alignment 22

6 Findings and Determination 24

7 Individuals, Community Groups, and Agencies Consulted 27
- 7.1 Consultation 27
- 7.2 Individuals Contacted for the 2005 Cultural Impact Assessment 27
- 7.3 Environmental Assessment Preparation 28

8 References 29

FIGURES

Figure 1 Vicinity and Location Map 4
Figure 2 Project Alignment and Land Ownership Map 5
Figure 3 Hydrologic Map 6
Figure 4 Proposed Drain Alignment 7
Figure 5 Proposed Drainline Profile 8
Figure 6 Zoning Designations in the Project Area 20
Figure 7 Alternative Alignment 23

APPENDICES

Appendix A Early Consultation ..... Appendix-A

PREFACE

This Revised Draft Environmental Assessment (EA) includes revisions to the Bayview Street Relief Drain project for which a Draft Environmental Assessment was issued in February 2005. Since that time, City and County of Honolulu Department of Design and Construction, has proposed minor changes to the project that would require preparation of this Revised Draft EA. To minimize potential impacts to unknown historic or cultural remains, the current Bayview Street Relief Drain Project would construct the drainage improvements along the existing alignment instead of along the previously proposed alignment.

1 INTRODUCTION

1.1 PURPOSE OF THE ENVIRONMENTAL ASSESSMENT

The evaluation of projects to determine their effects on the environment is required by the Hawaii Revised Statutes (HRS), Section 343. An Environmental Assessment (EA) is a "written evaluation to determine whether an action may have a significant effect" (HRS §343-2). The agency with primary responsibility over the project (the proposing agency) is required to prepare an EA and makes a final determination according to significant impacts, or lack of significance. As stated in HRS §343-1:

> An environmental review process will integrate the review of environmental concerns with existing planning processes of the State and counties, and alert decision makers to significant environmental effects which may result from the implementation of certain actions. …The process of reviewing environmental effects is desirable because environmental consciousness is enhanced, cooperation and coordination are encouraged, and public participation during the review process benefits all parties involved and society as a whole.

As described above, the basic purpose of an EA is to provide information to the public and decision makers on proposed actions. The EA must also disclose: potential significant adverse environmental impacts, the expected primary and secondary consequences, and the cumulative as well as the short and long-term effects of the action.

1.2 OVERVIEW

The City and County of Honolulu Department of Design and Construction plans to construct storm drainage improvements between Farrington Highway and Pōkaʻī Bay in Waiʻanae on the Leeward side of Oʻahu. The proposed drainage improvements would replace a portion of an existing drainage system that currently serves the area around Bayview Street and a portion of Waiʻanae Valley Road. The existing drainage system has inadequate capacity to service the project area, and residents in the area have documented flooding problems.

1.3 PURPOSE AND NEED FOR THE PROJECT

The proposed improvements are intended to serve the following purposes:

- Provide drainage improvements to reduce flood hazards in the Bayview Street area between Farrington Highway and Pōkaʻī Bay.

2 PROJECT DESCRIPTION

2.1 ENVIRONMENTAL SETTING

2.1.1 PROJECT LOCATION

The proposed project would be located in an area between Farrington Highway and Pōkaʻī Bay in Waiʻanae on the Leeward side of Oʻahu, approximately 25 miles west of downtown Honolulu (see Figure 1). Portions of the proposed drainage line would be constructed within the right-of-way of existing public roads, including Bayview and Pōkaʻī Bay Streets. The City and County of Honolulu own most of the surrounding properties affected by the proposed action, though construction of the proposed alignment also would occur along easements on several privately owned parcels. Affected parcels are identified as City and County of Honolulu Tax Map Key (TMK): 8-5-08: 35, 36, 43, 44, 45, 49, and 8-5-01:62. A portion of the proposed alignment is located within the Special Management Area (SMA)[1] (see Figure 2).

2.1.2 EXISTING CONDITIONS

The existing drainage system currently serves the area around Bayview Street and a portion of Waiʻanae Valley Road. The drainage alignment is within 10-foot storm drain easements located along Bayview and Pōkaʻī Bay Streets, and currently discharges into an outfall located on the sandy beach area of Pōkaʻī Beach Park, approximately 170 feet from the shoreline. The existing drainage system has inadequate capacity to service the project area, and residents in the area have documented flooding problems.

The existing drainage basin has been broken up into eight drainage areas totaling approximately 33.3 acres as shown in Figure 3. Also shown is the present alignment of the drainage system. Drainage areas A1 to A3, totaling 27.1 acres, are *mauka* of Farrington Highway and consist of single-family residences and several minor streets. The remaining drainage areas (B1 to B5), consisting of 6.2 acres, are *makai* of the highway and include public uses and single-family residences (see Figure 3).

2.2 PROJECT HISTORY

The Bayview Street Relief Drain project process was initiated with the publication of a study documenting the drainage deficiencies within the area entitled "Drainage Report for the Bayview Street Relief Drain Project" (August 1984). The Department of Public Works (now the City and County of Honolulu Department of Design and Construction) released an Environmental Review Record and Negative Declaration for the Bayview Street Relief Drain project pursuant to HRS 343 in April 1985. The drainline proposed at that time would have emptied to an abandoned sewer outfall at the coral and limestone shoreline on the south side of Kāneʻīlio Point. An additional report entitled "Supplemental Drainage Report for the Bayview Street Relief Drain

[1] The project is exempt from SMA permitting requirements in accordance with Chapter 25, Revised Ordinances of Honolulu Section 1.3(2)(D), which includes "the repair and maintenance of underground utility lines, including but not limited to water, sewer, power and telephone and minor appurtenant structures such as pad mounted transformers and sewer pump stations."

Project" was issued by DSST Engineering in 1994 updated the 1984 report to current City and County of Honolulu Storm Drainage Standards for that time period. Additional environmental review was conducted by the Department of Public Works in a Negative Declaration pursuant to HRS 343 in April 1988. Due to lack of funds, the proposed drainage was not constructed.

In February 2005, a Draft Environmental Assessment was issued for environmental review of an alternate alignment that would redirect drainage to an existing unlined drainage channel, which discharges south of Pōkaʻī Bay and Kāneʻīlio Point and has been in service for over 20-years with an established National Pollutant Discharge Elimination System (NPDES) permit. To minimize potential impacts to unknown historic or cultural remains, the current Bayview Street Relief Drain Project would construct the drainage improvements along the existing alignment.

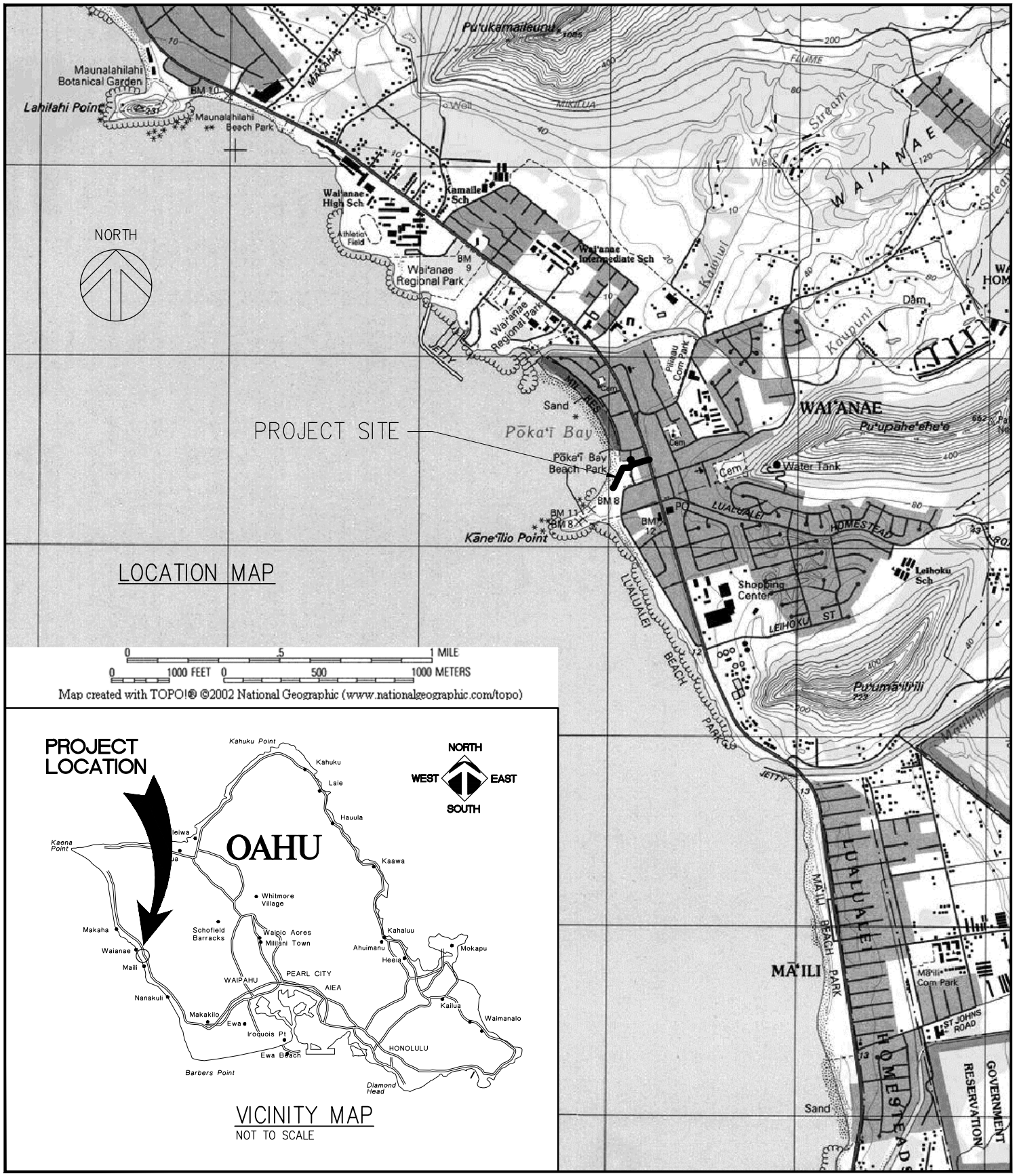
2.3 DESCRIPTION OF THE PROPOSED ACTION

The City and County of Honolulu Department of Design and Construction plans to construct storm drainage improvements between Farrington Highway and Pōkaʻī Bay. The proposed drainage improvements would replace a portion of an existing drainage system that currently serves the area around Bayview Street and a portion of Waiʻanae Valley Road. The proposed drainage improvements would increase the drainage system capacity with the use of High Density Polyethylene Pipes (HDPE) and concrete drain boxes of varying sizes; with the pipes being 18 inches in diameter and the boxes ranging from 24 to 30 inches in height by 72 inches wide. The proposed improvements would occur predominantly along the previous alignment along existing right-of-way, though more extensive trenching would be required to accommodate the larger pipes. The proposed pipe replacement and trenching requirements are included in the table below:

Drain Line	Replacement / New	Existing Pipe	Proposed Box Width / Pipe Dia.	Length	Trench Width	Max. Depth
A	Replace	24"	72" (Box)	901'	10'	8'
B	Replace	18"	18" (Pipe)	121'	4'	4'

The proposed drainline would connect to an existing drainage system, which consists of several catch basins and drainage structures that collect stormwater from the mauka side of Farrington Highway. The existing drainage system mauka of Farrington Highway would empty into the proposed drainage alignment at this connection point. The drainage alignment would generally follow the existing drainage alignment (see Figure 2). The drainage system would discharge at Pōkaʻī Bay.

Additional improvements include modifications to drainage structures, and construction of new drainline and manholes.



F-1

BAYVIEW STREET RELIEF DRAIN

ENVIRONMENTAL ASSESSMENT

VICINITY AND LOCATION MAP

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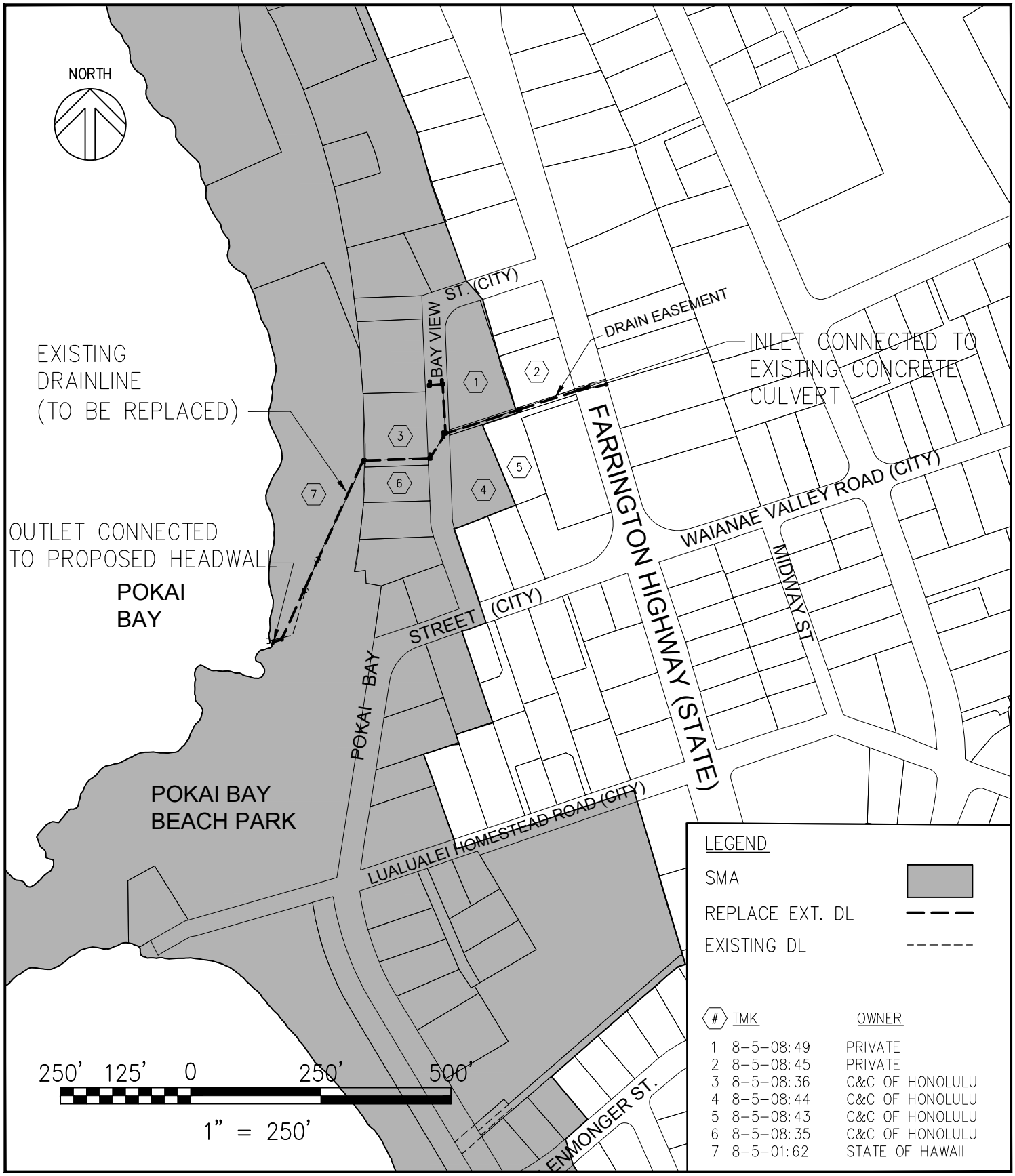

F-2

BAYVIEW STREET RELIEF DRAIN

ENVIRONMENTAL ASSESSMENT

PROJECT ALIGNMENT AND LAND OWNERSHIP MAP

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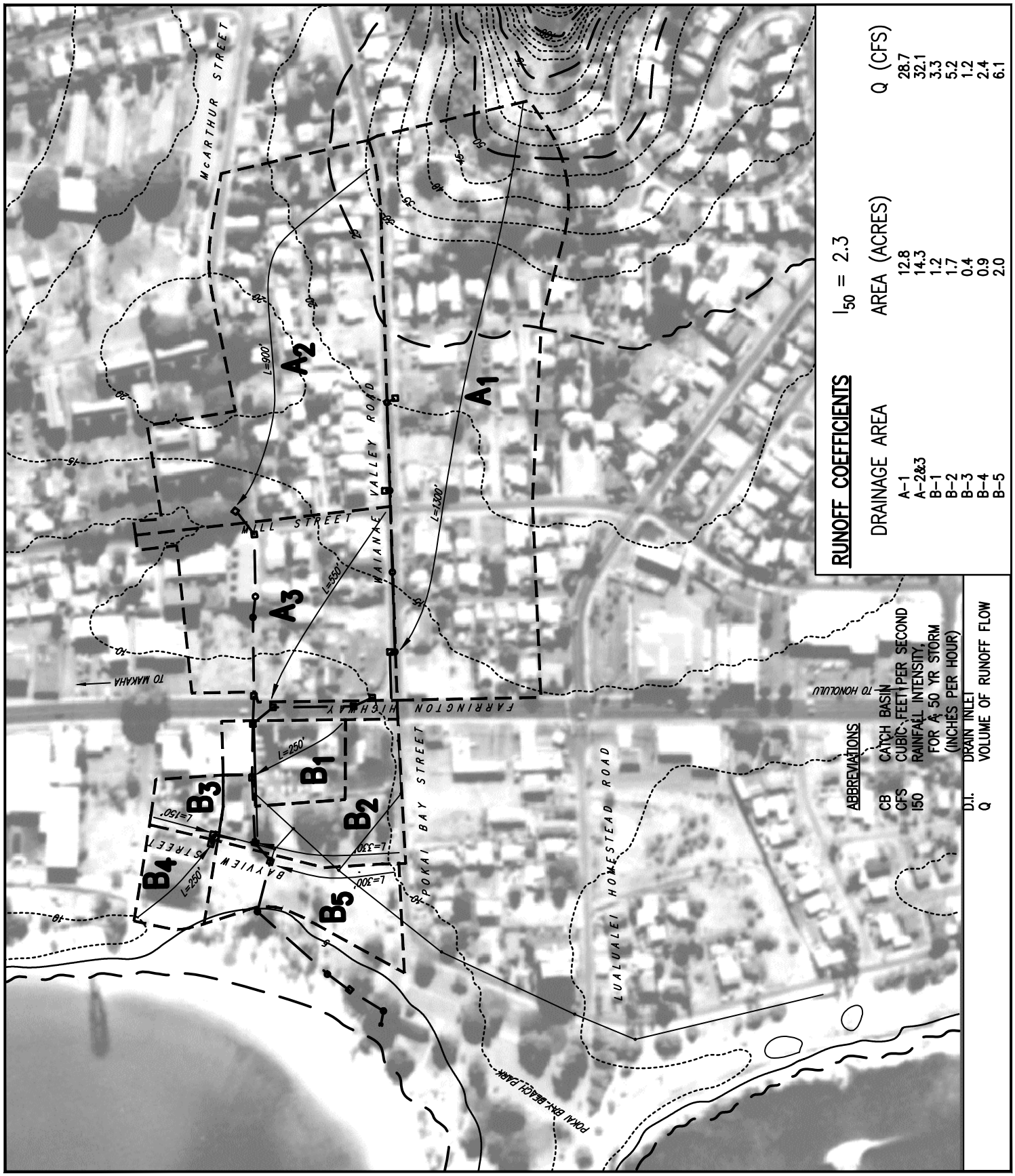

F-3

BAYVIEW STREET RELIEF DRAIN

ENVIRONMENTAL ASSESSMENT

HYDROLOGICAL MAP

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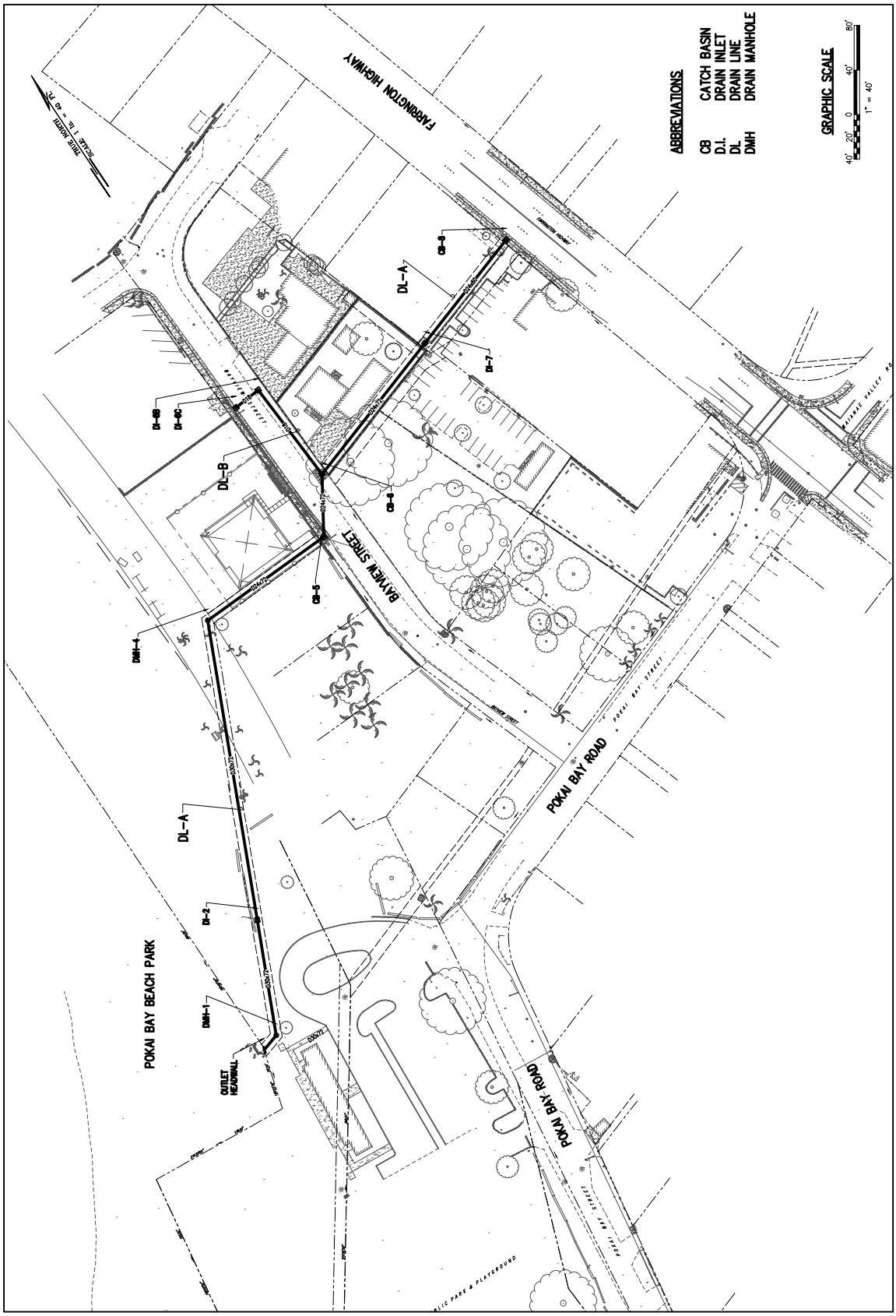

F-4

BAYVIEW STREET RELIEF DRAIN

ENVIRONMENTAL ASSESSMENT

PROPOSED DRAIN ALIGNMENT

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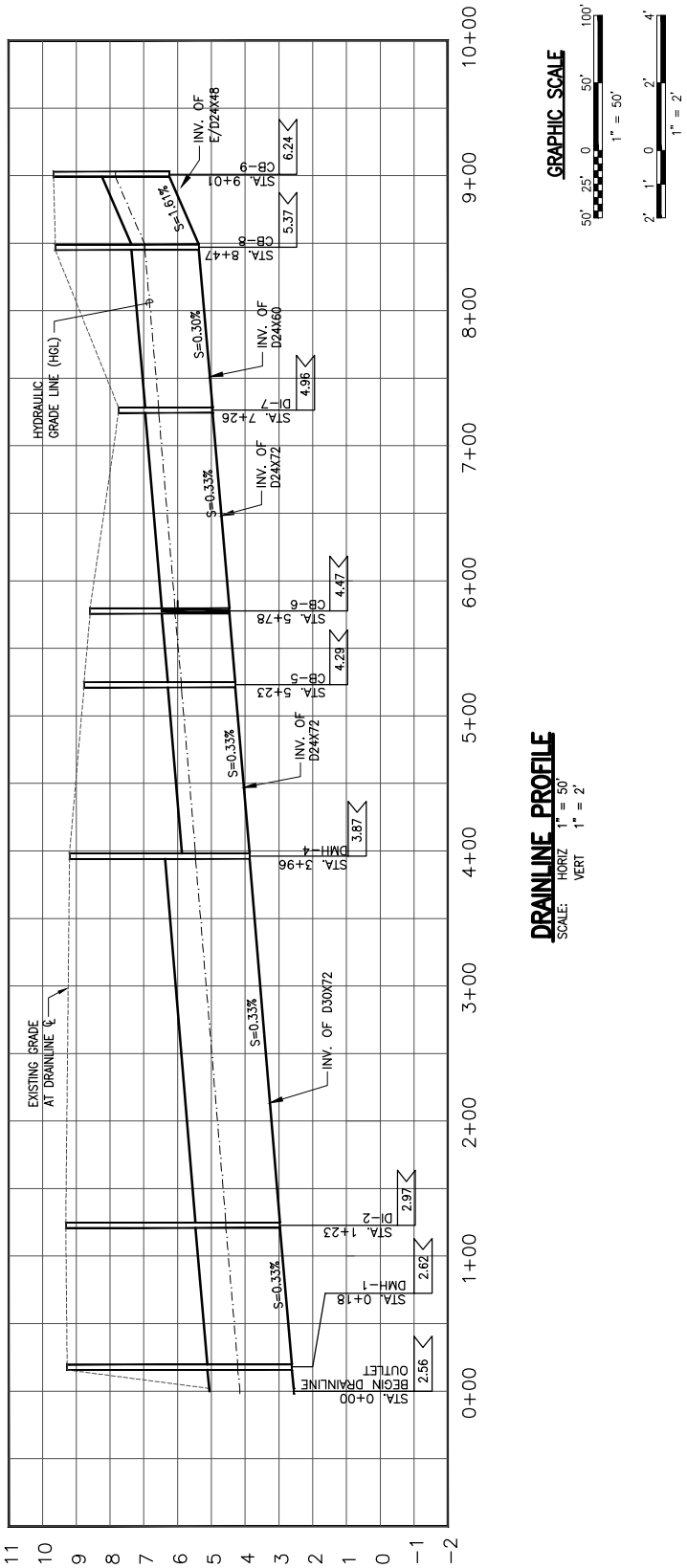

F-5

BAYVIEW STREET RELIEF DRAIN

ENVIRONMENTAL ASSESSMENT

PROPOSED DRAINLINE PROFILE

Bow Engineering & Development, Inc.

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2.4 PROJECT PHASING AND CONSTRUCTION COST

Construction of the drainage improvements is projected to begin during fall 2012. The construction start date will be dependent on funding and obtaining the required permits and approvals. The project would be constructed in one phase for the duration of approximately one year. The estimated construction cost for the Bayview Street Relief Drain project is $1,201,700, to be funded by the City and County of Honolulu.

3 DESCRIPTION OF THE AFFECTED ENVIRONMENT

The intent of this chapter is to describe the existing physical and social environment that is affected by the proposed action. Potential impacts that may result from implementation of the proposed action and mitigation measures to minimize the adverse impacts are described below.

3.1 CLIMATE

The climate of Wai‘anae can be characterized as hot and dry. Annual rainfall averages less than 25 inches along the coastline to 80-100 inches at the higher elevations of the Wai‘anae Mountains. Daily temperatures range between 72 and 80 degrees Fahrenheit and can reach the low to mid-90s during the summer. Prevailing winds blow from a northeast direction at an average 10-13 miles per hour.

3.2 TOPOGRAPHY

Ground elevations of the proposed drainage range from sea level to 15 feet. In general, the terrain slopes mauka to makai (see Figure 3 for topographic relief in the project area). From the drainage collection areas in the mauka area, project alignments at ground surface are located at a maximum of 15 feet elevation. The ground gently slopes downward as the drainage alignments move makai.

3.2.1 IMPACTS AND MITIGATION MEASURES

Impacts to the existing topography would be minimal. The proposed stormwater drainage would be laid in an excavated trench with appropriate cover over the pipe (see Figure 5 for the drainline profile). Most of the drainage would be constructed along existing right-of-way and previously disturbed areas. Existing grades would generally be maintained or slightly modified.

3.3 SOILS

According to the *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii* (Soil Conservation Service, 1973) the soils in the project area are classified as Pulehu clay loam, 0 to 3 percent slopes (PsA) and Beaches (BS). The Pulehu soil type usually occurs on alluvial fans with moderate permeability, slow runoff, and only a slight erosion hazard. Beaches (BS) occur as sandy, gravelly, or cobbly areas and are washed and rewashed by ocean waves. The beaches consist mainly of light-colored sands derived from coral and seashells, and are often considered highly suitable for recreational uses.

3.3.1 IMPACTS AND MITIGATION MEASURES

There would be a short-term increase in soil erosion during construction. While onsite soils are predominantly clay and silts with slight erosion hazard, trenching associated with construction of the proposed drainline would result in the exposure of bare soil to potential erosion.

Mitigation measures shall be implemented during construction to minimize soil erosion and offsite sediment transport. Engineering measures to control soil erosion and storm runoff shall be

implemented by the contractor during construction. An erosion control plan shall be submitted prior to grading/trenching activities and shall specify Best Management Practices in accordance with Chapter 14, Article 13 "General Provisions for Grading, Soil Erosion and Sediment Control" of the Revised Ordinances of Honolulu (ROH). Installation of cut-off ditches or berms may be required to control and minimize the amount of runoff around trenched areas. For a discussion of drainage on the project site, see Section 3.3, *Water Quality and Marine Environment* below.

3.4 WATER QUALITY AND MARINE ENVIRONMENT

Coastal waters in the vicinity of Pōkaʻī Bay were classified "A" and Class 2 for inland waters in State Department of Health water quality regulations (Hawaii Department of Health, 1987). The objective of Class A waters is that their waters be protected for recreational purposes and aesthetic enjoyment. Similarly, the objective of Class 2 waters is to "protect their use for recreational purposes, the support and propagation of aquatic life, agricultural and industrial water supplies, shipping, and navigation" (HAR §11-54-3(b)(2)). According to HAR §11-54-3(c)(2), Class A waters "shall not act as receiving waters for any discharge which has not received the best degree of treatment or control compatible with the criteria established for this class." Stormwater discharges covered by a NPDES general permit that meet the requirements of basic water quality criteria set forth in HAR §11-54-4 are considered acceptable discharges.

The Hawaii Department of Health Environmental Management Division, Clean Water Branch has established water quality monitoring in Pōkaʻī Bay. As included in the 2006 State of Hawaii Water Monitoring and Assessment Report, Pōkaʻī Bay is identified as a Category 5 waters in the Section 303(d) of the Clean Water Act, List of Impaired Waters. Priority 5 waters are described as surface waters where available data and/or information indicate that at least one designated use is not being supported or is threatened, and a Total Maximum Daily Loads (TMDL) is needed (DOH, 2008). Pōkaʻī Bay achieved this rating since the applicable water quality standard for nutrients, turbidity, and chlorophyll n were exceeded. Increased turbidity and nutrients is often due to increased polluted runoff during significant rain events.

3.4.1 IMPACTS AND MITIGATION MEASURES

The proposed action consists of increasing the pipe size along the drainage alignment, which would result in increased flow capacity for the existing drainage system and alleviate flood conditions. Inlets and catch basins along the alignment would be replaced as well. The drainage area and the number of catch basins would remain the same as the existing drainage system, and therefore in theory the amount of pollutants entering the system would not increase (see Section 2.1.2 for discussion of drainage areas). During large storm events, the drainage system "washes out" the pipes or carries the accumulated pollutants and rubbish into the receiving waters. Some trash would continue to accumulate at the mouth of the outlet as it currently does at Pōkaʻī Bay. Stormwater pollutants and rubbish reaching the Pōkaʻī Bay outlet would be minimized with regular maintenance and cleaning of the drainage system. The City and County of Honolulu would continue to be responsible for maintenance of the proposed drainage facilities. With continued use of the Pōkaʻī Bay outlet, the City and County of Honolulu municipal stormwater permit and management plan shall be amended to reflect the proposed revisions to the existing drainage system, as needed.

According to HAR Chapter 11-55, projects are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for discharges of wastewater, including stormwater runoff, into State surface waters. Construction activities disturbing one or more acres are regulated under the NPDES stormwater program and are required by the State to obtain a NPDES permit. Prior to the initiation of grading, the project applicant shall prepare and implement a stormwater pollution prevention plan and best management practices designed to reduce potential impacts to water quality during construction of the project. The best management practices shall identify the most effective erosion, sedimentation, and turbidity control measures to reduce the amount of soil and sediment accumulation in the coastal waters as a result of construction activities. The following mitigation measures may include, but not be limited to, the onsite use of the following best management practices:

- Best Management Practices shall be implemented to ensure that water quality and marine resources are protected and preserved.
- Maintain storage areas that keep construction materials, equipment, and maintenance supplies (e.g., fuels, lubricant, paints, solvents, and adhesives) out of the rain and/or protected from the wind to minimize contact of these materials with stormwater.
- Avoid paving during wet weather.
- Employ soil stabilization practices designed to prevent the loss of disturbed soil through the use of vegetation and/or geotextiles.
- Retain ground cover until the last possible date.
- Properly and promptly dispose of all loosened and excavated soil and debris material from drainage structure work.
- No construction materials shall be stockpiled in the aquatic environment.
- All construction-related materials shall be placed or stored in ways to avoid or minimize disturbance to the aquatic environment.
- All construction-related materials shall be free of pollutants.
- Avoid fertilizers and biocides, or apply only during periods of low rainfall to minimize chemical runoff.
- Extreme care shall be taken to ensure that no debris, petroleum products, or deleterious materials or wastes be allowed to fall, flow, leach, or otherwise enter the water.
- Any turbidity and siltation generated from activities proposed shall be minimized and contained in the immediate vicinity of construction through the use of effective silt containment devices and the curtailment of construction during adverse weather conditions.

Specific best management practices would be determined during design and construction phases. With implementation of NPDES permit requirements, best management practices, and mitigation measures listed above, the construction of the project would not result in a violation of water quality standards. As stated above, stormwater discharges covered by a NPDES general permit that meet the requirements of basic water quality criteria are considered acceptable discharges. Therefore, with implementation of best management practices and regular maintenance and removal of debris from the drainage system, the proposed action would be compliant with the State's anti-degradation policy (HAR §11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected. Further, the proposed action would be compliant with the designated

and existing recreational uses of Pōkaʻī Bay (as described above and in HAR §11-54-3) within and adjacent to the existing unlined drainage channel since the project does not propose any change in use or increase of stormwater runoff. The proposed drainage improvements would continue to be subject to water quality criteria requirements HAR, Sections 11-54-4 through 11-54-8. For a discussion of impacts due to soil erosion and offsite sediment transport, see Section 3.2, *Topography and Soils* above.

The proposed action may require a Department of the Army (DA) permit from the Army Corps of Engineers (Corps). Permits may be required for work performed in, over, and under navigable waters of the United States. In addition to the DA permit, a Section 401 Water Quality Certification (WQC) from the State Department of Health, Environmental Management Division may be required prior to construction. By the federal requirements of §401 of the Clean Water Act, every applicant for a federal permit or license for an activity which may result in a discharge into a water body must request state certification that the proposed activity will not violate state and federal water quality standards. Water quality standards include beneficial uses of water, water quality objectives, and anti-degradation policy. Consultation with the Corps has been initiated to determine if a DA permit would be required.

3.5 DRAINAGE

The existing drainage system currently serves the area around Bayview Street and a portion of Waiʻanae Valley Road. The drainage alignment currently discharges into an outfall located on the sandy beach area of Pōkaʻī Beach Park. The existing drainage system has inadequate capacity to service the project area, and flooding problems have been documented by residents in the area (see Section 2.1.2 for discussion of drainage areas).

3.5.1 IMPACTS AND MITIGATION

The proposed drainage improvements would replace the existing drainage system with higher drainage system capacity and eliminate the existing deficiencies that cause stormwaters to overflow into adjacent streets during storm events. The City and County of Honolulu would be responsible for maintenance of the proposed drainage facilities. There would be a beneficial impact on drainage with implementation of the proposed action.

3.6 NATURAL HAZARDS

Portions of the proposed drainage alignment are within the 100-year coastal flood zone due to wave action and 100-year storm flood zone (parcels through which the drainage passes are in Zone D, Zone AE, and Zone VE). Portions of the project alignment are subject to tsunami inundation—a 100-year tsunami could flood the area to an elevation of 13 feet above sea level near the shoreline, with flood heights decreasing gradually to about 10 feet above sea level inland of Bayview Street.

3.6.1 IMPACTS AND MITIGATION MEASURES

Because construction of the proposed relief drain would not result in increased flooding or hazards from flooding in surrounding areas, this would not be a significant impact.

3.7 SOCIAL CHARACTERISTICS

Surrounding uses in the project vicinity include Pōkaʻī Bay Beach Park, single-family residences, multi-family residences, Waiʻanae District Courthouse and Police Station, and commercial uses along Farrington Highway. Pōkaʻī Bay Beach Park consists of 13 acres that include picnic areas, restrooms, parking, sandy beach, camping areas, and a boat launching ramp. The bay waters are protected by a breakwater, providing a safe haven for ocean recreation activities such as swimming, snorkeling, boating, and canoe paddling.

3.7.1 IMPACTS AND MITIGATION

Implementation of the proposed action would not displace any residents or businesses since construction would occur along existing easements, public lands, and existing right-of-way. The existing stormwater outfall at Pōkaʻī Bay Beach Park would continue to be used with implementation of the proposed drainage alignment. There would be no new impacts on recreation use at Pōkaʻī Bay. Construction activities would cause temporary disruption to park grounds. Once the construction schedule has been determined, the City and County of Honolulu shall coordinate with the District 3 Park Manager's office to obtain the required right of entry, the approval of any construction staging areas that may be required on park property, and to coordinate any other construction-related activities. Areas affected by construction at the beach park shall be restored to previous conditions.

3.8 VEGETATION AND FAUNA

The proposed alignment would be constructed along existing right-of-way, through previously disturbed lots along easements, or through paved parking lots. No important natural communities occur within the project alignment.

3.8.1 IMPACTS AND MITIGATION MEASURES

Because of the disturbed nature of the project alignment and the lack of suitable habitat, no significant wildlife would be present, and no mitigation would be necessary.

3.9 HISTORICAL, ARCHAEOLOGICAL AND CULTURAL RESOURCES

The general project area has been noted as the site of the active fishing village of Waiʻanae Valley, and abundant in historic and cultural resources. The remains of Kūʻilioloa Heiau are located at the tip of Kāneʻīlio Point at the southern end of the beach park. A large portion of the site was destroyed during World War II, but it was restored and is currently maintained by the Waiʻanae Hawaiian Civic Club. The project area is designated as Section 5(b) Ceded Lands of the Hawaii Admission Act (see Appendix A, OHA letter). These lands are held by the state in trust for Native Hawaiians and the general public.

Previous historical research and conversations with community members have indicated historic uses including an old rail station, fishing village, plantation area, and Hawaiian and Chinese burial grounds. There are existing military and residential uses within the project area. Previous archaeological research indicated the presence of a pre-historic cultural layer and human burials

within the Waiʻanae Army Recreation Center area of Pōkaʻī Bay. This cultural layer is located to the north of the Waiʻanae Army Recreation Center land to be returned to the City and County of Honolulu. This site was previously assigned State Site # 50-80-07-3998.

In a subsurface archaeological investigation conducted in conjunction with the Pōkaʻī Bay Beach Park Master Plan, two test units within that portion of the Waiʻanae Army Recreation Center to be returned to the City and County of Honolulu were the only units that contained evidence of a probable pre-historic cultural layer. As a result of these findings, and upon consultation with the State Historic Preservation Division, the cultural layer is designated as part (a southern extension) of Site # 50-80-07-3998. The inclusion of this area within Site 3998 extends the site 75 meters to the south and maintains the same width. This spatial extension places the site within Pōkaʻī Bay Beach Park (Cultural Surveys Hawaii, 1999). In addition, archaeological investigations for the proposed Pōkaʻī Bay Beach Park Canoe Hālau concluded that improvements had the potential to have an "adverse effect" on significant historic sites, especially in the area adjacent to the proposed canoe hālau, which is located near a portion of the proposed drain alignment along Bayview Street.

Formal consultation with the State Historic Preservation Division (SHPD) has been conducted regarding potential impacts to cultural resources in the project area. The Historic Preservation Review response is included in Appendix A. Consultation with community leaders in the project area was conducted in 2005 (see Section 7.2 for additional details regarding community consultation).

3.9.1 IMPACTS AND MITIGATION MEASURES

The proposed drainage alignment consists of previously disturbed right-of-way surrounded by mixed commercial and residential neighborhoods. Based on previous historical data and interviews with area residents, there is the potential for burial sites or other historic or cultural remains within the project alignment despite the history of disturbance and modern development along the proposed project alignment. As noted above, consultation with SHPD has been conducted and is included in Appendix A.

The following recommendations are included based on State regulations and consultation with community members. It is emphasized that sensitivity to cultural concerns be employed when dealing with burial issues.

- For the construction of the proposed action, an archaeological monitoring plan acceptable to the approving agencies shall be developed during the design phase of the project.
- During construction of the proposed action, a certified archaeologist shall be present to monitor construction activities.
- Should any archaeological, cultural, historical resources, artifacts or other features, or human remains be discovered during the course of construction anywhere along the drainage alignment, work shall be suspended in that location and the SHPD and the Oahu Island Burial Council shall be notified.

- For construction activities occurring in sandy areas, a cultural monitor shall be present. The cultural monitor shall be selected based on criteria set forth by the City and County Department of Design and Construction.
- In the event of discovery of burial remains, prepare and implement a Burial Treatment Plan to be developed in consultation with SHPD, Oahu Island Burial Council, and interested Hawaiian organizations, including lineal and/or cultural descendants.

With implementation of these conditions, adverse effects to cultural, historic, or archaeological resources would be minimized.

3.10 UTILITIES

There are underground and overhead utilities located along project roadways, including water lines, sewer lines, and electrical lines.

3.10.1 IMPACTS AND MITIGATION

The proposed drainline has been designed to avoid disruption of existing utility lines. Construction of the proposed alignment would be coordinated with appropriate agencies in the City and County of Honolulu, Hawaiian Electric Company, Verizon Hawaii, the Gas Company, and Oceanic Cable to minimize impacts to existing utilities. Prior to trenching, the contractor shall verify the location of existing utilities and shall be required to protect existing utilities from damage during construction. Damage to existing utilities resulting from construction shall be repaired by the contractor.

3.11 AIR QUALITY

The Department of Health, Clean Air Branch, monitors the ambient air in the State of Hawai‘i for various gaseous and particulate air pollutants. The U. S. Environmental Protection Agency (EPA) has set national ambient air quality standards (NAAQS) for six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, ozone, and particulate matter (PM_{10} and $PM_{2.5}$). Hawai‘i has also established a state ambient air standard for hydrogen sulfide. The primary purpose of the statewide monitoring network is to measure ambient air concentrations of these pollutants and ensure that these air quality standards are met.

There are six monitoring stations on the island of O‘ahu; the nearest monitoring stations to the project area are located in West Beach and Makaiwa to monitor emissions from a nearby power plant and industrial activities. In the year 2007, the State of Hawai‘i was in attainment for all federal ambient air quality standards. As stated in the report, “[a]ir quality in the State of Hawaii continues to be one of the best in the nation, and criteria pollutant levels remain well below state and federal ambient air quality standards” (Clean Air Branch, 2008).

3.11.1 IMPACTS AND MITIGATION MEASURES

Construction of the proposed alignment could result in temporary air quality effects, including exhaust emissions from construction vehicles and dust generated by short-term, construction

related activities. Components of construction emissions include employee trips, exhaust emissions from trenching equipment, and fugitive dust emissions. Trenching of the project alignment could generate airborne dust particulates.

Dust control measures such as watering and sprinkling shall be implemented as needed to minimize wind-blown dust. To minimize construction-related exhaust emissions, project contractors shall ensure that all internal combustion engines are maintained in proper working order. In addition, the work shall be in conformance with the air pollution control standards contained in Hawaii Administrative Rules, Title 11, Chapter 59, "Ambient Air Quality Standards."

There would be no long-term air quality impacts associated with the proposed action.

3.12 NOISE

The proposed project alignment is located along Pōkaʻī Bay and Bayview Streets in the developed area of Waiʻanae. Existing noise sources are from area traffic. Surrounding noise sensitive uses include residences in the near vicinity.

3.12.1 IMPACTS AND MITIGATION MEASURES

Noise impacts from a project can be categorized as those resulting from construction and those from operational activities. Construction noise would have a short-term effect; operational noise would continue throughout the lifetime of the project. Implementation of the proposed drainage alignment could temporarily increase noise levels during construction above maximum allowable limits that would impact nearby existing residences and businesses.

A Community Noise Permit for construction activities may be required by the Department of Health. Prior to construction, consultation with the state Department of Health shall occur to determine permitting requirements. Should the permit be required, allowable construction conditions shall be specified. Construction shall be confined to 7 a.m. to 6 p.m., Monday through Friday, and 9 a.m. to 6 p.m. on Saturday. No trenching work shall occur on Sundays and holidays without prior notice. Construction activities shall comply with HAR Chapter 11-46, "Community Noise Control."

There would be no increase in operational noise due to implementation of the proposed Bayview Relief Drain project.

3.13 TRAFFIC

The proposed project alignment to be modified is located along portions of Pōkaʻī Bay and Bayview Streets. Local streets in the project area are located off of the heavily used Farrington Highway and are single lane, low-volume roadways. The project roadways are used for public transportation (specifically TheBus Route 401), and there is a bus stop on Waianae Valley Road.

3.13.1 IMPACTS AND MITIGATION

The proposed alignment would have a short-term temporary impact on traffic along the affected roadways that may create temporary delays. Travelers, recreationists, and residents traveling along these roadways could be inconvenienced by these delays during construction. Impacts to the traveling public would be minimized by providing notification of any temporary closures. Construction drawings shall be submitted to the City and County of Honolulu, Department of Transportation Services to determine if construction would affect public transportation operations and require re-routing of the bus line. Emergency services (police, fire, and ambulance services), businesses, bus personnel, the neighborhood board, and area residents would be given adequate notice of potential delays prior to construction.

A temporary construction staging area shall be located at a legally designated site to minimize illegal parking and ensure safety. Temporary traffic control shall include one lane closure to maintain traffic flow and would be in accordance with City standards. Traffic control plans shall be prepared and submitted to City and County of Honolulu Department of Transportation Services and the Department of Planning and Permitting for approval prior to construction.

There would be no increase in operational traffic due to implementation of the proposed Bayview Relief Drain project.

3.14 LAND USE CONTROLS

Sate and County policy, and land use and community plans and controls are established to address the long-term physical, social, economic, and environmental needs in Hawai‘i. State and County land use controls for the Bayview Street Relief Drain project include:

State Land Use Designation:	Urban District
O‘ahu General Plan:	Rural Community
Wai‘anae Sustainable Communities Plan:	Country Town and Rural Residential
Zoning:	N/A (construction would occur along drainage easements, along existing right-of-way, and through public lands)
Special Management Area:	Inside Special Management Area (SMA)

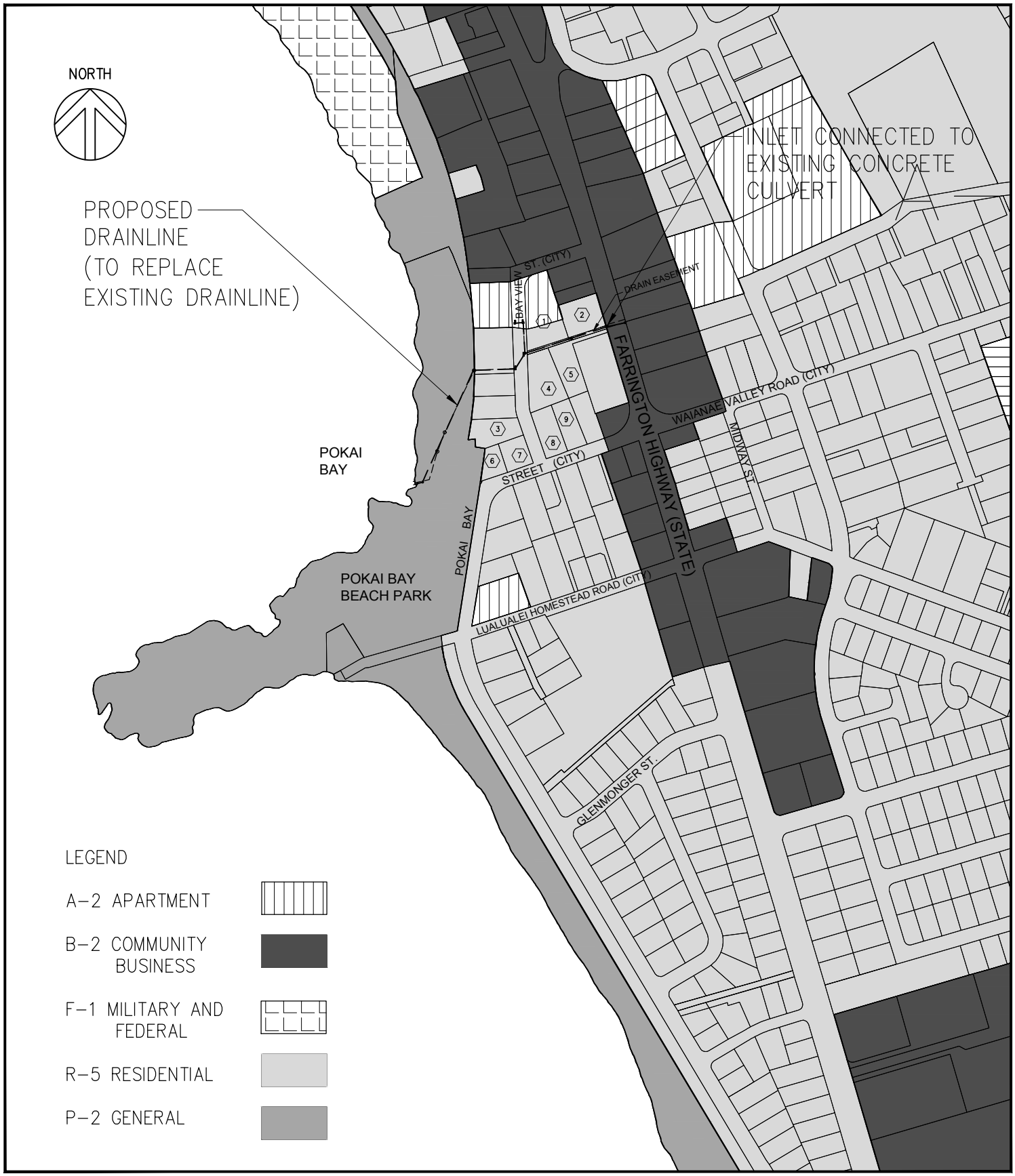
The proposed action would not require a change in the existing land use or zoning since construction of the proposed drainage alignment would occur along existing drainage easements and along existing right-of-way. (For zoning designations in the project area, see Figure 6.)

The Wai‘anae Sustainable Communities Plan recognizes the flooding problems in the project area and identifies the need to prepare a comprehensive drainage evaluation and plan for Wai‘anae to provide a long-range plan of action (Department of Planning and Permitting, 2000 and 2008). The proposed action would improve drainage in the project area during major storm events.

In October 1972, the Congress passed the Coastal Zone Management Act for the purpose of establishing a national program for the management, beneficial use, protection, and development

of land and water resources of the coastal areas of the United States. The Hawaii Coastal Zone Management (CZM) Program (HRS Chapter 205A) was promulgated in 1977 in response to the Federal Coastal Zone Management Act of 1972. The objectives and policies of the CZM are to provide recreational resources; protect historic, scenic, and coastal ecosystem resources; provide economic uses; reduce coastal hazards; and manage development in the coastal zone.

The CZM outlines controls and policies within an area along the shoreline called the Special Management Area (SMA). The objectives of the SMA were "the maintenance, restoration, and enhancement of the overall quality of the coastal zone environment, including, but not limited to, its amenities and aesthetic values, and to provide adequate public access to publicly owned or used beaches, recreation areas and national reserves." The purpose of the SMA Permit is to regulate any use, activity or operation that qualifies as a "development" and is administered at the County level. The majority of the project site is located within the SMA boundary. However, the project is exempt from SMA permitting requirements in accordance with Chapter 25, Revised Ordinances of Honolulu Section 1.3(2)(D), which includes "the repair and maintenance of underground utility lines, including but not limited to water, sewer, power and telephone and minor appurtenant structures such as pad mounted transformers and sewer pump stations."



F-6

BAYVIEW STREET RELIEF DRAIN

ENVIRONMENTAL ASSESSMENT

ZONING DESIGNATIONS IN THE PROJECT AREA

Bow Engineering & Development, Inc.

CIVIL ENGINEERS PLANNERS

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4 NECESSARY PERMITS AND APPROVALS

The proposed improvements may require the following approvals and/or permits prior to construction.

- Grading permit from the City and County of Honolulu, Department of Planning and Permitting.
- Trenching permit from the City and County of Honolulu, Department of Planning and Permitting, Civil Engineering Branch (CEB) will be required for excavations within the city roadways.
- Approval from the Department of Planning and Permitting, Traffic Review Branch (TRB), for a traffic control plan.
- Approval from the City and County of Honolulu, Department of Parks and Recreation, for work within Pōkaʻī Bay Beach Park.
- A Community Noise Permit for construction activities may be required by the City and County of Honolulu, Department of Health.
- A National Pollutant Discharge Elimination System (NPDES) permit would be required from the State Department of Health prior to construction. Along with the Notice of Intent (NOI) or NPDES permit application, the SHPD determination letter as included in Appendix A would be appended.
- The proposed action may require a Department of the Army (DA) permit from the Army Corps of Engineers (Corps) and a Section 401 Water Quality Certification (WQC) from the State Department of Health, Environmental Management Division prior to construction.
- Notification and reporting of any changes to the inventory of stormwater outlets under the City and County municipal stormwater permit (NPDES Permit No. HI S000002).

5 ALTERNATIVES TO THE PROPOSED ACTION

This chapter considers alternatives to the proposed action, including the No Action Alternative. The alternatives were rejected for their inability to meet the project objectives or because attainment of the objectives were achieved at a higher cost, either financially or environmentally.

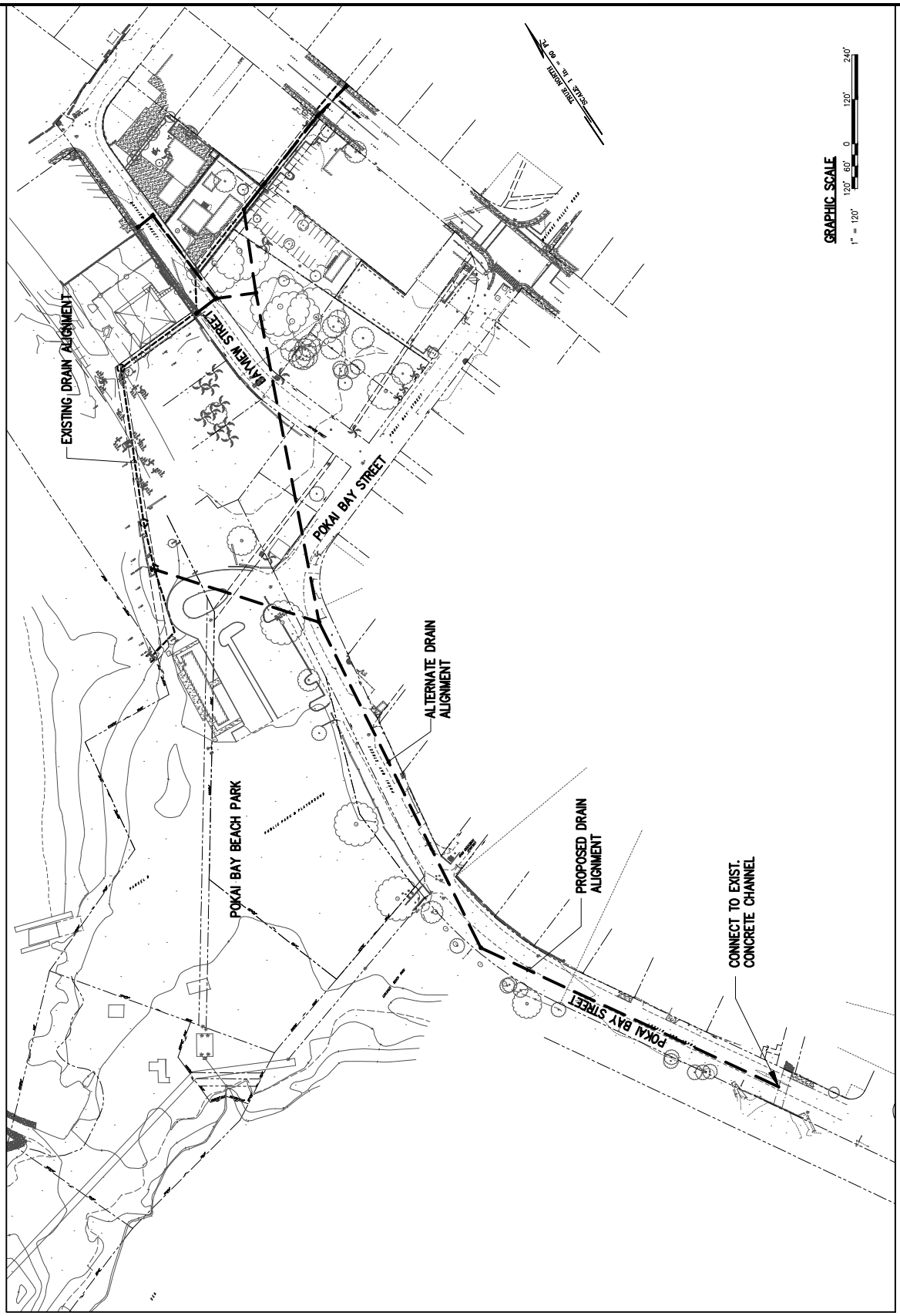
5.1 NO ACTION ALTERNATIVE

Under the No Action Alternative, the project area would continue to be served by the existing drainage system with the outfall located at Pōkaʻī Bay Beach Park. This alternative would not meet the project objective:

- Provide drainage improvements to reduce flood hazards in the Bayview Street area between Farrington Highway and Pōkaʻī Bay.

5.2 ALTERNATIVE ALIGNMENT

The proposed stormwater alignment was one of two alternative alignments evaluated by Bow Engineering & Development, Inc. in their 2002 study. This Alternative Alignment would provide a new relief drain that would discharge to a new drain outlet sited at an abandoned sewer outfall located at the south end of Pōkaʻī Beach Park at a coral shelf away from the sand beach area (see Figure 7). This Alternative would require a longer alignment of 825 feet than the proposed action, and would cost approximately $273,000 more than the proposed action. Since fisherman and surfers frequently use this area, it was determined that it would not enhance the recreation values of Pōkaʻī Bay Beach Park beyond what is currently proposed.



F-7

BAYVIEW STREET RELIEF DRAIN

ENVIRONMENTAL ASSESSMENT

ALTERNATIVE ALIGNMENT

Bow Engineering & Development, Inc.

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6 FINDINGS AND DETERMINATION

As set forth in HAR, Title 11, Department of Health, Chapter 200, §11-200-12, in considering the significance of potential environmental effects, an agency must "consider every phase of a proposed action, the expected consequences, both primary and secondary, and the cumulative as well as the short-term and long-term effects of the action." The proposed action is not expected to have a significant effect on the environment. The recommended preliminary determination for the Bayview Street Relief Drain Project is a Finding of No Significant Impact (FONSI). The findings supporting this determination are discussed below.

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

The proposed alignment would be constructed along existing right-of-way, through previously disturbed lots along easements, or through paved parking lots. No important natural communities occur within the project alignment. While there is the potential for discovery of burial sites or other historic or cultural remains during construction, mitigation measures contained in Chapter 3 would reduce the adverse effects of these potential impacts. No natural or cultural resources were identified along the proposed drainage alignment.

(2) Curtails the range of beneficial uses of the environment.

The proposed drainage alignment would be constructed underground and should not curtail any aboveground uses. Use of existing easements through two privately owned parcels would not limit the landowners' current use and plans for the property.

(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 drainage alignment has been planned and designed in conformance with the environmental policies and guidelines established in HRS Chapter 344.

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

The proposed action would have a positive effect on the welfare of the Wai'anae community. The proposed action would increase the capacity of the area drainage system and relieve current flooding conditions during storm events.

(5) Substantially affects public health.

Construction activities may temporarily increase fugitive dust and noise levels in the project vicinity. However, these impacts would cease upon completion of construction. No long term negative impact on public health is anticipated with implementation of the proposed action.

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

The proposed drainage alignment is not anticipated to induce population growth or affect other public facilities. The project would have a positive impact on stormwater drainage facilities.

(7) Involves a substantial degradation of environmental quality.

There would be no long-term impacts associated with the proposed action. Construction activities may temporarily increase dust, noise, and traffic delays in the project vicinity. However, these impacts would cease upon completion of construction. Mitigation measures included in Chapter 3 would minimize potential construction-related impacts.

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

The proposed action is limited to construction of a new drainage alignment to rectify deficiencies in the existing drainage system. The proposed action would increase capacity to serve existing drainage requirements in the project area.

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

The proposed alignment would be constructed along existing right-of-way, through previously disturbed lots along easements, or through paved parking lots. There are no known rare, threatened, or endangered species, or evidence of its habitat, along the proposed alignment.

(10) Detrimentally affects air or water quality or ambient noise levels.

Construction activities would have a short-term effect on air quality, water quality, and ambient noise levels. Mitigation included in Chapter 3 would minimize these potential impacts. No long-term impacts would occur.

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

Implementation of the proposed drainage alignment would require trenching for construction; mitigation included in Chapter 3 would minimize erosion in areas disturbed by trenching. While part of the proposed drainage alignment would be located in an area subject to tsunami inundation, the proposed alignment would not introduce facilities that would increase hazards to flooding.

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

The proposed drainage alignment would be installed underground, and would not affect scenic vistas or viewplanes.

(13) Requires substantial energy consumption.

There would be energy consumption associated with construction of the proposed alignment. Stormwater in the drainage system would flow via gravity to the proposed outfall. There would be no long-term increase in energy consumption associated with the proposed Bayview Street Relief Drain project.

7 INDIVIDUALS, COMMUNITY GROUPS, AND AGENCIES CONSULTED

7.1 CONSULTATION

Preliminary consultation with agencies, organizations, and individuals was conducted during preparation of the Draft EA for the Bayview Street Relief Drain project. The following agencies were consulted:

State of Hawaii, State Historic Preservation Division
State of Hawaii, Department of Health
State of Hawaii, Department of Parks and Recreation
State of Hawaii, Office of Hawaiian Affairs (OHA)
City and County of Honolulu, Department of Transportation Services
City and County of Honolulu, Department of Planning and Permitting
Chair of Wai‘anae Coast Neighborhood Board (2005) – Cynthia Rezentes
Wai‘anae Community Members
- William Aila – Harbor Master (2005)
- Glen Kila – Koa Mana group (2005)
- Charles Lopez – Head of Wai‘anae ahupua‘a (2005)
- Alika Silva – Koa Mana group (2005)

Agencies, organizations, and individuals that provided written comments for the project Revised Draft EA are included in Appendix A of this document.

7.2 INDIVIDUALS CONTACTED FOR THE 2005 CULTURAL IMPACT ASSESSMENT

A group of individuals from the Wai‘anae community was selected to assist in the assessment of potential impacts to cultural resources from implementation of the proposed action by contacting the Chair of the Wai‘anae Neighborhood Board for recommendations. Chair Cynthia Rezentes identified three individuals, including William Aila, Harbor Master; Charles Lopez, head of the Wai‘anae ahupua‘a; and Glen Kila of the group Koa Mana. Consultation with individuals in the Wai‘anae community occurred in November and December of 2004, and January 2005 via telephone interviews. As recommended by Glen Kila, Alika Silva was also contacted. Additional telephone consultation with Glen Kila, Alika Silva, and William Aila occurred in February and March of 2005. Following the telephone interview, these individuals were sent (via fax and/or postal mail) written descriptions of the project scope and figures so they could more clearly understand the extent of the project. There were no written responses from the community members to this correspondence.

In the telephone interviews, the main concern expressed by the community members mentioned above was regarding the potential for unearthing *iwi* during construction and that the proper protocols were followed in handling the burial remains. Historic uses of the area as described by these individuals include an old rail station, fishing village, plantation area, and Hawaiian and Chinese burial grounds. William Aila recommended that an archaeologist and cultural monitor be present during construction in areas where there is sand. Glen Kila also recommended that a cultural monitor be present during construction in areas where there is sand. Glen Kila and Alika

Silva expressed the need for explicit protocol to be agreed upon during the event of discovery, and emphasized the need for recognized lineal descendants to be consulted. While members in the Wai‘anae community have recommended several individuals to serve as cultural monitors to the project, no individual has been selected.

7.3 ENVIRONMENTAL ASSESSMENT PREPARATION

This Draft EA was prepared for the City and County of Honolulu Department of Design and Construction by Bow Engineering & Development, Inc. The following consultants were involved in the preparation of this document:

William H. Q. Bow, P.E.	President, Bow Engineering & Development, Inc.
Raadha M. B. Jacobstein	Project Planner
Ezra Lum	Project Engineer, Bow Engineering & Development, Inc.

8 REFERENCES

Bow Engineering & Development, Inc., 2002. Bayview Street Relief Drain Project. Waianae, O‘ahu, Hawai‘i, prepared for the City and County of Honolulu Department of Design and Construction, November 2002.

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Teruya, Terrance, 2004. Environmental Health Specialist, Clean Water Branch, Environmental Management Division, Hawaii Department of Health. Personal communications with Raadha M. B. Jacobstein regarding water quality in the Pōka‘ī Bay area. October 22, 2004 and October 28, 2004.

U.S. Department of Agriculture, Natural Resources Conservation Service (formerly Soil Conservation Service, Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii. August 1972.

APPENDIX A

EARLY CONSULTATION

The following correspondences include responses to early consultation requests from the agencies listed below. The content of this consultation has been incorporated into the analysis contained in this Revised Draft EA.

State Agencies

* Department of Health (DOH)
* Office of Hawaiian Affairs (OHA)
* DLNR, State Historic Preservation Division

Local Agencies

* City and County of Honolulu, Department of Parks and Recreation
* City and County of Honolulu, Department of Transportation Services
* City and County of Honolulu, Department of Planning and Permitting

LINDA LINGLE
GOVERNOR OF HAWAII

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

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

In reply, please refer to:
EMD / CWB

09094PMT.08

September 26, 2008

RECEIVED
OCT - 1 2008
BOW ENGINEERING & DEVELOPMENT, INC

Mr. Raaadha M. B. Jacobstein
Environmental Planner
Bow Engineering & Development, Inc.
1953 S. Beretania Street, PH-A
Honolulu, Hawaii 96826

Dear Mr. Jacobstein:

Subject: Proposed Revision to Draft Environmental Assessment (DEA) of February 2005
City and County of Honolulu
Department of Design & Construction
Revised Bayview Street Relief Drain Project
Waianae, Oahu, Hawaii
Tax Map Key: 8-5-008:035, 36, 43, 44, 45, 49; and 8-5-001:62

The Department of Health, Clean Water Branch (CWB), has reviewed your letter dated September 12, 2008, that was submitted regarding the subject project and offers these comments. Please note that our review is based solely on the information provided in your letter for the subject project and its compliance with Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at http://www.hawaii.gov/health/environmental/env-planning/landuse/CWB-standardcomment.pdf.

1. Any project and its potential impacts to State waters must meet the following criteria:

   a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.

   b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters. In particular, the revised DEA should demonstrate that the designated and existing uses of the State waters within and adjacent to the existing unlined drainage channel will be protected and maintained during the construction and operation of the proposed revised storm water drainage system.

   c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).

Mr. Raaadha M. B. Jacobstein
September 26, 2008
Page 2 09094PMT.08

2. The Pokai Bay is identified as a Category 5 waters in the Section 303(d) of the Clean Water Act list of impaired water bodies. Priority 5 waters are described as surface waters where available data and/or information indicate that at least one (1) designated use is not being supported or is threatened, and a Total Maximum Daily Loads (TMDL) is needed. The Pokai Bay is presently identified as not attaining the applicable water quality standard for nutrients, turbidity, and chlorophyll a. Accordingly, the subject DEA should also include this consideration toward ensuring the protection and improvement of this water body with respect to the subject project.

3. You are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55). For the following types of discharges into Class A or Class 2 State waters, you may apply for NPDES general permit coverage by submitting a Notice of Intent (NOI) form:

   a. Storm water associated with construction activities, including clearing, grading, and excavation, that result in the disturbance of equal to or greater than one (1) acre of total land area. The total land area includes a contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under a larger common plan of development or sale. An NPDES permit is required before the start of the construction activities.

   b. Construction dewatering effluent.

   You must submit a separate NOI form for each type of discharge at least 30 calendar days prior to the start of the discharge activity, except when applying for coverage for discharges of storm water associated with construction activity. For this type of discharge, the NOI must be submitted 30 calendar days before to the start of construction activities. The NOI forms may be picked up at our office or downloaded from our website at http://www.hawaii.gov/health/environmental/water/cleanwater/forms/genl-index.html.

4. For types of wastewater not listed in Item 3 above or wastewater discharging into Class 1 or Class AA waters, you may need an NPDES individual permit. An application for an NPDES individual permit must be submitted at least 180 calendar days before the commencement of the discharge. The NPDES application forms may be picked up at our office or downloaded from our website at http://www.hawaii.gov/health/environmental/water/cleanwater/forms/indiv-index.html.

5. You must also submit a copy of the NOI or NPDES permit application to the State Department of Land and Natural Resources, State Historic Preservation Division (SHPD), or demonstrate to the satisfaction of the CWB that SHPD has or is in the process of evaluating your project. Please submit a copy of your request for review by SHPD or SHPD's determination letter for the project along with your NOI or NPDES permit application, as applicable.

Mr. Raaadha M. B. Jacobstein
September 26, 2008
Page 3 09094PMT.08

6. The City and County of Honolulu (CCH), Municipal Separate Storm Sewer System, NPDES Permit No. HI S000002, Storm Water Management Plan shall be modified, revised, or amended to reflect the proposed revisions to the existing drainage system, as appropriate.

7. Please call the Army Corps of Engineers (ACOE) at (808) 438-9258 to see if this project requires a Department of the Army (DA) permit. Permits may be required for work performed in, over, and under navigable waters of the United States. Projects requiring a DA permit also require a Section 401 Water Quality Certification (WQC) from our office.

8. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 WQC are required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of $25,000 per day per violation.

If you have any questions, please visit our website at http://www.hawaii.gov/health/environmental/water/cleanwater/index.html, or contact the Engineering Section, CWB, at 586-4309.

Sincerely,

THOMAS E. ARIZUMI, P.E., CHIEF
Environmental Management Division

c: Mr. Gerald Takayesu, Storm Water Quality Branch,
Department of Environmental Services, CCH [via fax 768-3289 only]

State of Hawai‘i, Department of Health, Clean Water Branch (CWB)
September 26, 2008

This letter relates comments from the CWB on the proposed Bayview Street Relief Drain project. The letter provides details on compliance with Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. Potential impacts to water quality and marine environment as a result of the proposed project are evaluated in Revised Draft EA Section 3.4. With implementation of Best Management Practices and regular maintenance and removal of debris from the drainage system, the proposed action would be compliant with the State's anti-degradation policy (HAR §11-54-1.1).

The Revised Draft EA Section 3.4 includes a discussion of existing water quality at the project site and the potential impacts of the project on water quality. The proposed project would not be increasing the drainage area or the amount of catch basins and inlets than currently exist. During construction of the project, the contractor would need to implement current Best Management Practices to minimize potential impacts to water quality.

As described in this section, construction activities disturbing one or more acres are regulated under the National Pollutant Discharge Elimination System (NPDES) stormwater program and are required by the State to obtain a NPDES permit. The NPDES permit will require a stormwater pollution prevention plan and best management practices designed to reduce potential impacts to water quality during construction of the project. As included in the Revised Draft EA, the proposed action may require a Department of the Army (DA) permit from the Army Corps of Engineers and a Section 401 Water Quality Certification (WQC) from the State Department of Health. These permits would be obtained during the design phase of the project.

PHONE (808) 594-1888

FAX (808) 594-1865

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

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BOW ENGINEERING & DEVELOPMENT, INC

HRD08/3842

October 6, 2008

Raadha Jacobstein
Bow Engineering & Development, Inc.
1953 S. Beretania Street, PH-A
Honolulu, Hawai'i 96826

RE: Request for comments on the proposed Bayview Street drain project, Wai'anae, O'ahu, TMKs: 8-5-8: 35, 36, 43, 44, 45, 49 and 8-5-1: 62.

Aloha e Raadha Jacobstein,

The Office of Hawaiian Affairs (OHA) is in receipt of the above-mentioned letter dated September 12, 2008. OHA has reviewed the project and offers the following comments.

OHA notes that the subject land is designated as Section 5(b) Ceded Lands, which hold a considerable amount of sentimental, historical and legal significance for Native Hawaiians and OHA. These lands were illegally taken from the Hawaiian Kingdom after the 1893 overthrow and later transferred ("ceded") by the United States government to the State of Hawai'i upon statehood. As such, we request that they be treated with the respect due to them, as they are part of the 1.8 million acres of land that belong to the Hawaiian monarchy and were transferred to the state when Hawai'i became a U.S. state. In addition, OHA urges that future documents refer to this parcel as ceded lands so that their special status is known to others and to facilitate the continued registry, creation and maintenance of an accurate ceded lands inventory. Today, the state holds the Ceded Lands corpus in trust for Native Hawaiians and the general public

OHA inquires as to the water quality and state designation of Pōka'ī Bay. As the receiving waters for this proposal, their water quality standards and uses must be maintained. OHA realizes that the drainage channel has a National Pollutant Discharge Elimination System permit; however, this project does not and as such this proposal's additional effects must be considered.

Raadha Jacobstein
October 6, 2008
Page 2

OHA appreciates that catch basins are planned for. OHA generally wishes to see runoff as a resource rather than a nuisance to be channeled and drained away. As stormwater travels down a drainage system, it accumulates industrial waste, pesticides, oils, and chemicals. These pollutants quickly settle into the nearshore sediments and are re-suspended into the water column when disturbed. The use of permeable paving materials can be used to retain some of the rain that falls and catch basins can capture and help to slow the runoff thereby reducing turbidity. OHA suggests that the drainage channel be altered from its smooth bottom with the addition of berms, blocks, or recessed 'checkerboards' to further reduce the introduction of sediments and turbidity into Pōka'ī Bay.

OHA also appreciates that the applicant wishes to minimize impacts to unknown historic or cultural remains. In our experience, however, relying on the absence of cultural deposits being in formerly disturbed areas can be detrimental. The presence of many cultural deposits commonly being found in heavily urbanized Honolulu can attest to this.

OHA notes that storm drains are proposed for this project. Inflow of storm runoff through manhole covers, particularly in areas that are inundated due to poor drainage, can be significant. The City has an ongoing program to outfit manholes with "rain stopper" inserts to minimize the amount of rainwater entering the manhole cover pick-holes and leaking between the cover and frame. The intent is to reduce inflow and infiltration which will result in additional capacity in the existing system, decrease the extent of sulfates in the wastewater to reduce potential for odors and corrosion, reduce peak flows and mitigate the need for wet-weather storage facilities.

Thank you for the opportunity to comment. If you have further questions, please contact Grant Arnold by phone at (808) 594-0263 or e-mail him at granta@oha.org.

'O wau iho nō me ka 'oia'i'o,

Clyde W. Nāmu'o
Administrator

State of Hawai‘i, Office of Hawaiian Affairs (OHA)
October 6, 2008

This letter from OHA notes that the project site is designated as Section 5(b) Ceded Lands, of particular historical and cultural significance to Native Hawaiians. Potential impacts to historic and cultural resources are described in Section 3.9 of the EA, and mitigation measures are included to avoid adverse affects.

The OHA letter also recommends that water quality in the project area be described, in addition to potential impacts to receiving waters. This information is included in Section 3.4, *Water Quality and Marine Environment* of the EA, in addition to permits that may be required for the action.

The OHA letter comments on the proposed catch basins, and recommends the use of permeable paving materials. The project consists of increasing the pipe size to increase the flow capacity of the drainage system and replacing the inlets and catch basins. As proposed, the drainage area or the amount of catch basins or inlets would not be increased, and therefore in theory would not increase the amount of pollutants entering the system. However, during large storm events, the drainage system “washes out” the pipes or carries the accumulated pollutants and rubbish into the receiving waters. Some trash may continue to accumulate at the mouth of the outlet as it currently does at Pōka‘ī Bay. These potential impacts would be minimized by completing regular maintenance and cleaning of the drainage system.

The only type of paving work for this project would consist of the restoration work for replacing the pipes, catch basins, and inlets. The proposed improvements would need to follow the City and County Standards, which currently does not allow porous paving materials. Water velocities would be kept to a minimum due to the very shallow slopes. The only type of surface flow would be at the outlet, which currently consists of a natural grass swale.

The OHA letter also notes storm drains are proposed for the project, and mentions “rain stoppers” to minimize the amount of rainwater entering the manhole covers. The rain stoppers are typically used for sanitary sewer systems. The proposed action is intended to address flooding in this area, and therefore surface flow into the drainage system is being accounted for. However, there can be problems if groundwater infiltration occurs. This can be avoided by using standard construction practices.

Finally, OHA notes that cultural deposits have been found in previously disturbed areas. As discussed in Section 3.9 of the EA, there is the potential for burial sites or other historic or cultural remains within the project alignment despite the history of disturbance and modern development along the proposed project alignment. With implementation of mitigation measures, potential adverse effects to cultural, historic, or archaeological resources would be minimized.

LINDA LINGLE
GOVERNOR OF HAWAII

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

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

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUJI
FIRST DEPUTY

KEN C. KAWAHARA
DEPUTY DIRECTOR - WATER

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

October 29, 2008

Raadha M.B. Jacobstein, Environmental Planner
Bow Engineering & Development, Inc.
1953 S. Beretania Street, PH-A
Honolulu, Hawai'i 96826

LOG NO: 2008.4224
DOC NO: 0810ED34
Archaeology

Dear Mr. Jacobstein:

SUBJECT: Chapter 6E-8 Historic Preservation Review –
Revised Bayview Street Relief Drainage Project
Wai'anae Ahupua'a, Wai'anae District, Island of O'ahu
TMK: (1) 8-5-008:035, 036, 044, 045, 049 and 8-5-001:062

Thank you for the opportunity to comment on the aforementioned project. We received the submittal on September 15, 2008. The proposed undertaking involves storm drain improvements between Farrington Highway and Pōka'ī Bay.

Per the submittal, our office commented on the subject project (LOG NO: 2005.0948, DOC NO: 0505NN01) in May 2005. At that time, the proposed undertaking included construction of a drainage alignment that would redirect drainage to an existing unlined drainage channel. The project has since changed and the current project includes drainage improvements along the existing alignment. Improvements include replacing a portion of the existing drainage system with High Density Polyethylene Pipes (HDPE) and larger diameter drain pipes varying in size from 18 to 54 inches in diameter.

Our May 5, 2005 letter recommended that on-site archaeological monitoring be conducted in accordance with an approved monitoring plan. Our recommendation still stands and we request that an archaeological monitoring plan be submitted to our office for review and approval prior to commencing any ground disturbing activities.

Please contact Teresa Kaneakua-Davan at (808) 692-8015 if you have any questions or concerns regarding this letter.

Aloha,

Nancy A. McMahon

Nancy McMahon, Archaeology and Historic Preservation Manager
State Historic Preservation Division

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State of Hawaii, Department of Land and Natural Resources, State Historic Preservation Division
October 29, 2008

This letter relates comments from the SHPD on their review of the proposed Bayview Street Relief Drain project. The letter reconfirms the SHPD recommendation for on-site archaeological monitoring to be conducted with an approved monitoring plan. Potential impacts to historic and cultural resources are described in Section 3.9 of the Revised Draft EA, and mitigation measures are included to minimize potential adverse effects to historic and cultural resources.

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU
KAPOLEI HALE • 1000 ULUOHIA STREET, SUITE 309 • KAPOLEI, HAWAII 96707
TELEPHONE: (808) 768-3003 • FAX: (808) 768-7053 • INTERNET: www.honolulu.gov

MUFI HANNEMANN
MAYOR

LESTER K.C. CHANG
DIRECTOR

GAIL Y. HARAGUCHI
DEPUTY DIRECTOR

September 29, 2008

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BOW ENGINEERING & DEVELOPMENT, INC

Mr. Ezra Lum
Bow Engineering & Development, Inc.
1953 S. Beretania Street, PH-A
Honolulu, Hawaii 96826

Dear Mr. Lum:

Subject: Bay View Street-Relief Drain Project
Revised Draft Environmental Assessment

Thank you for the opportunity to review and comment on the proposed revisions to the Bayview Street Relief Drain project.

We understand that the Department of Design and Construction has recommended the proposed relief drain project be constructed over the existing drainage alignment as a result of concerns over potential impacts to unknown historic or cultural remains if they were to be constructed over the alignment proposed in the 2005 Environmental Assessment.

The existing alignment runs through Pokai Bay Beach Park and the proposed project increasing the size of the drainage pipe from 24 inches up to 44 or 48 inches has the potential to significantly impact the park over the six months this project is estimated to be under construction.

Please contact our District 3 Park Manager's office at 675-6033 as early as you can once the construction schedule is determined. They can assist you in securing the required right of entry, approving any mobilization/construction/equipment site the contractor may request on park property, requests to relocate trees, and to coordinate any other construction related activities to mitigate the impact of construction to park users and potential damage to other areas of the park from construction equipment.

Should you have any questions, please contact Mr. John Reid, Planner, at 768-3017.

Sincerely,

LESTER K. C. CHANG
Director

LKCC:jr
(279053)

cc: Dexter Liu, D-3

City and County of Honolulu, Department of Parks and Recreation
September 29, 2008

This letter includes comments from the Department of Parks and Recreation on the proposed Bayview Street Relief Drain project. The letter includes contact information for coordination and approval for any construction at Pokai Bay Beach Park. Potential impacts to recreation resources are described in Section 3.7 of the Revised Draft EA.

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

WAYNE Y. YOSHIOKA
DIRECTOR

RICHARD F. TORRES
DEPUTY DIRECTOR

TP9/08-279066R

October 1, 2008

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BOW ENGINEERING & DEVELOPMENT, INC

Ms. Raadha M.B. Jacobstein
Environmental Planner
Bow Engineering & Development, Inc.
1953 South Beretania Street, PH-A
Honolulu, Hawaii 96826

Dear Ms. Jacobstein:

Subject: Revised Bayview Street Relief Drain Project, Request for Review

This is in response to your letter of September 12, 2008, requesting our review of the proposed revisions to the Bayview Street Relief Drain Project. We offer the following comments:

1. This project will affect TheBus Route 401 which provides bus service up Waianae Valley Road. Since the intersection of Farrington Highway and Waianae Valley Road is too narrow for buses to make the right turn from Farrington Highway, buses must turn left on Lualualei Homestead Road, right onto Pokai Bay, and then right on Waianae Valley Road (see attached). This section of Waianae Valley Road is already narrow and the proposed drain alignment is across the street from a bus stop. Please send us construction drawings as soon as possible so we can determine if construction will affect operations to the extent that we need to re-route the bus. The scope of work, location, proposed closure of any street, traffic lane, or bus stop and duration of project should be forwarded to Sandra Abelaye at 768-8371 or sabelaye@honolulu.gov, and Oahu Transit Services, Inc. (bus operations: Art Akana 852-6030 – para-transit operations: John Black 454-5041).

2. The appropriate neighborhood board as well as the area residents, businesses, emergency and bus personnel should be kept apprised of the progress and details of the project as it moves forward.

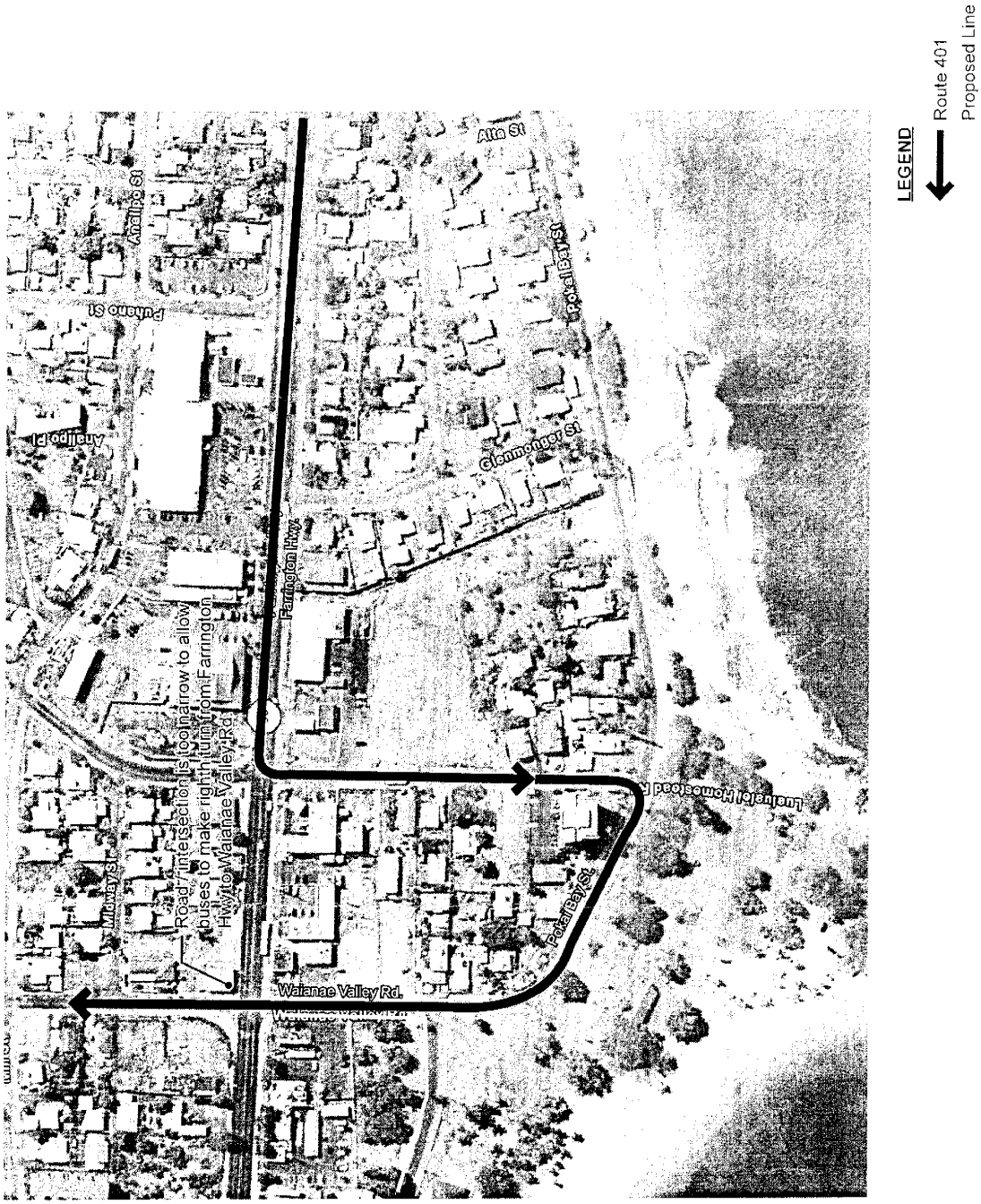
Ms. Raadha M.B. Jacobstein
Page 2
October 1, 2008

Should you have any questions on the matter, please contact Mr. Brian Suzuki at 768-8349.

Very truly yours,

WAYNE Y. YOSHIOKA
Director

Attachment


Alta St
Anaeliko St
Puhano St
Anaeliko Pl
Glenmotger St
Farrington Hwy
Luehsler Homestead
Murray St
Road intersection is too narrow to allow
buses to make right turn from Farrington
Hwy to Waianae Valley Rd.
Pokai Bay St
Waianae Valley Rd.
LEGEND
Route 401
Proposed Line

City and County of Honolulu, Department of Transportation Services
October 1, 2008

This letter from the Department of Transportation Services identifies potential impacts to public transportation. Potential impacts to traffic and transportation are described in Section 3.13 of the Revised Draft EA.

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
TELEPHONE: (808) 768-8000 • FAX: (808) 527-6743
INTERNET: www.honolulu.gov • DEPT. WEB SITE: www.honoluludpp.org

MUFI HANNEMANN
MAYOR

HENRY ENG, FAICP
DIRECTOR

DAVID K. TANOUE
DEPUTY DIRECTOR

2008/ELOG-2280(ST)

November 6, 2008

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BOW ENGINEERING & DEVELOPMENT, INC

Ms. Raadha M. B. Jacobstein
Environmental Planner
Bow Engineering & Development, Inc.
1953 South Beretania Street, PH-A
Honolulu, Hawaii 96826

Dear Ms. Jacobstein:

Subject: Revised Bayview Street Storm Relief Drain Project
Bayview and Pokai Bay Streets - Waianae
Tax Map Key 8-5-1: 62; 8-5-8: 35, 36, 43, 44, 45, and 49

We have reviewed the information transmitted by your letter dated September 12, 2008, regarding the changes to the proposed project previously disclosed in an Environmental Assessment (EA) in 2005. You indicate that the project has been revised to utilize larger capacity drain pipes that may require more extensive trenching along the existing street rights-of-way and storm drain easements.

Based on this information, we reiterate the comments contained in our letter of March 21, 2005, that the project will not require a Special Management Area (SMA) Use Permit pursuant to Section 25-1.3(2)(D) and (M), Revised Ordinances of Honolulu. Please note that the applicant still needs to submit a traffic control plan to the DPP Traffic Review Branch (TRB), notify residents prior to commencement of work, and obtain trenching permits from the DPP Civil Engineering Branch (CEB). Copies of plans and inspections of the existing sewer line in the project area are available in our Wastewater Branch.

If you have any questions regarding this letter, please call Steve Tagawa of our staff at 768-8024.

Very truly yours,

Elizabeth A

for Henry Eng, FAICP, Director
Department of Planning and Permitting

HE:nt

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City and County of Honolulu, Department of Planning and Permitting
November 6, 2008

This letter from the Department of Planning and Permitting states that the proposed project would not require a Special Management Area (SMA) permit. Land use controls applicable to the proposed project are discussed in Section 3.14 of the Revised Draft EA.