

MEETING OF THE
KAUAI COUNTY HISTORIC PRESERVATION REVIEW COMMISSION
THURSDAY, FEBRUARY 21, 2019
3:00 p.m. (or soon thereafter)
Lihue Civic Center, Moikeha Building
MEETING ROOM #2A/2B
4444 Rice Street, Lihue, Kauai

RECEIVED

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OFFICE OF
THE COUNTY CLERK
COUNTY OF KAUAI

AGENDA

- A. CALL TO ORDER
- B. ROLL CALL
- C. APPROVAL OF THE AGENDA
- D. APPROVAL OF THE JANUARY 17, 2018 MINUTES
- E. HEARINGS AND PUBLIC COMMENT - Individuals may orally testify on items on this agenda during the Public Comment Period. Please call the Planning Department prior to the meeting or notify Commission Staff at the meeting site. Testimony shall also be accepted when the agenda item is taken up by the Commission. However if an individual has already testified during this period, additional testimony at the agenda item testimony may be allowed at the discretion of the Chair. Testifiers shall limit their testimony to three (3) minutes, but may be extended longer at the discretion of the Chair. Written testimony is also accepted. An original and twelve (12) copies of written testimony can be hand delivered to the Planning Department or submitted to Commission Staff at the meeting site.
- F. GENERAL BUSINESS MATTERS
- G. COMMUNICATIONS

H. UNFINISHED BUSINESS

- 1. **National Historic Preservation Act, Section 106 and Hawai'i Revised Statutes, Chapter 6E, Memorandum of Agreement Discussion Hanapēpē Bridge Replacement Project, Project No. HI STP SR50(1) Waimea District, Kaua'i Island, Kōloa Ahupuaa** TMK: (4) 1-9-007: 001 Hanapēpē Canal, (4) 1-9-007-013, (4) 1-9-007:034, (4) 1-9-007 Kaumuali'i Highway Right-of-Way, (4) 1-9-010:015, (4) 1-9-010:046, (4) 1-9-010:050, (4) 1-9-010 Kaumuali'i Highway Right-of-Way.
 - a. Final Memorandum of Agreement Among the Federal Highway Administration, The Hawai'i State Historic Preservation Officer, and Regarding the Hanapēpē Bridge Replacement Project.
 - b. Appointment of investigative Committee members (Permitted Interaction Group) to Interact with the DOT on behalf of the KHPRC as a party to the Memorandum of Agreement for the Hanapēpē Bridge Replacement Project, Project No. HI STP SR50(1).
- 2. **National Historic Preservation Act (NHPA) Section 106 Consultation for Hawai'i State Parks Water Bottle Filling Station Project. Project to install 19 water bottle filling stations within 15 Hawai'i State Parks on the islands of Hawai'i, Kaua'i, Maui and O'ahu from August 2018 to July 2021.**
- 3. **Hanakāpī'ai Bridge Project**
State of Hawai'i, Division of State Parks
Proposal to construct an aluminum truss pedestrian bridge across Hanakāpī'ai Stream in Hanakāpī'ai Valley, Napali Coast State Wilderness Park.

I. NEW BUSINESS

- 1. **Faye Vacation House (PMD Hanalei, LLC)**
5204 Weke Road
TMK: 5-5-02:12
Hanalei, Kaua'i
Proposed Garage and Guest House.
 - a. Director's Report pertaining to this matter.

- J. COMMISSION EDUCATION COMMITTEE
- K. KAUAI HISTORIC RESOURCE INVENTORY UPDATE COMMITTEE
- L. HISTORIC PRESERVATION PUBLICITY COMMITTEE
- M. ANNOUNCEMENTS
- N. SELECTION OF NEXT MEETING DATE AND AGENDA TOPICS (3/21/18)
- O. ADJOURNMENT

EXECUTIVE SESSION: The Commission may go into an executive session on an agenda item for one of the permitted purposes listed in Section 92-5(a) Hawaii Revised Statutes (“H.R.S.”), without noticing the executive session on the agenda where the executive session was not anticipated in advance. HRS Section 92-7(a). The executive session may only be held, however, upon an affirmative vote of two-thirds of the members present, which must also be the majority of the members to which the board is entitled. HRS Section 92-4. The reason for holding the executive session shall be publicly announced.

Note: If you need an ASL Interpreter, materials in an alternate format, or other auxiliary aid support, or an interpreter for a language other than English, please contact Anela Segreti at (808)241-4917 or asegreti@kauai.gov at least seven calendar days prior to the meeting.

COUNTY OF KAUAI
KAUAI HISTORIC PRESERVATION REVIEW COMMISSION
Mo’ikeha Building, Meeting Room 2A/2B

MINUTES

A regular meeting of the Kaua’i Historic Preservation Review Commission (KHPRC) was held on January 17, 2019, in the Mo’ikeha Building, Meeting Room 2A/2B.

The following Commissioners were present: Chair Aubrey Summers, Vice Chair James Guerber, Deatri Nakea and Victoria Wichman (*recused herself at 4:31 p.m.*).

The following Commissioners were excused: Althea Arinaga and Anne Schneider.

The following staff members were present: Mayor Derek S. Kawakami (*arrived 4:16 p.m., left 4:18 p.m.*). Planning Department: Planning Director Ka’aina Hull, Deputy Planning Director Jodi Higuchi-Sayegusa (*left 4:29 p.m.*), Shanlee Jimenez and Alex Wong (*arrived 3:49 p.m.*). First Deputy County Attorney Nicholas Courson (*left 3:40 p.m.*). Office of Boards and Commissions: Administrator Ellen Ching (*left 4:20 p.m.*) and Commission Support Clerk Sandra Muragin.

A. CALL TO ORDER

Chair Pro Tem Guerber called the meeting to order at 3:04 p.m.

B. ROLL CALL

Planning Director Ka’aina Hull: Good afternoon Chair and members of the Commission. First order of business is roll call. Commissioner Arinaga, is excused. Commissioner Ida.

Mr. Ida: Present.

Mr. Hull: Commissioner Nakea.

Ms. Nakea: Present.

Mr. Hull: Commissioner Schneider, is excused. Commissioner Summers.

Ms. Summers: Present.

Mr. Hull: Commissioner Wichman.

Ms. Wichman: Present.

Mr. Hull: Chair Guerber.

Chair Pro Tem Guerber: Present.

Mr. Hull: Mr. Chair, you do have a quorum.

C. SELECTION OF CHAIRPERSON AND VICE CHAIRPERSON

Mr. Hull: Next agenda item is what happens every new-year, it's the selection of the chairperson and vice chairperson. We are going to want to entertain nominations for the chairperson.

Chair Pro Tem Guerber: Please.

Ms. Summers: Can they serve again?

First Deputy County Attorney Nicholas Courson: No, they can serve as vice chair.

Mr. Hull: But, the nomination for chair is the first order of business, then after...

Ms. Summers: Then we could...

Mr. Hull: Should a new chairperson be elected that new chairperson, would take nominations for (the) vice chairperson.

Ms. Wichman: I nominate Aubrey Summers for chair.

Chair Pro Tem Guerber: I'll second that.

Mr. Hull: And then you ask for any other nominations.

Chair Pro Tem Guerber: Oh yes, that's right, any more nominations? (Hearing none) Any discussion? (Hearing none)

Mr. Hull: You ask for a motion to close nominations.

Chair Pro Tem Guerber: We got to close nominations. I need a motion for closing nominations.

Ms. Nakea: I move that we close nominations.

Ms. Wichman: Second.

Chair Pro Tem Guerber: All in favor. (Unanimous voice vote) Motion carried 5:0. Now the nominations are closed. Now we need to vote on the nomination.

Mr. Hull: There was one nominee.

Chair Pro Tem Guerber: There was only one nomination, may I have a vote on that. All in favor, say aye? (Unanimous voice vote) Opposed. (Hearing none) It's unanimous. Motion carried 5:0.

Mr. Hull: Motion passes. Thank you for your service Mr. Guerber. So Madame Chair, the next agenda item would be to ask for nominations for the vice chairperson.

Chair Summers: Any nominations for the vice chair?

Ms. Nakea: I nominate Jim Guerber. I'll be leaving the Commission.

Ms. Wichman: Oh, you won't...

Ms. Nakea: Correct.

Chair Summers: Any more nominations. Could I have a motion to close the nominations?

Ms. Wichman: I move to close the nominations.

Mr. Guerber: I second.

Chair Summers: Any further discussions? (Hearing none) All those in favor say aye. (Unanimous voice vote) Any opposed? (Hearing none) Motion carried 5:0.

Mr. Hull: Motion passes Madame Chair. Oh, excuse me. That was the motion to close the nominations. So now that nominations have been closed, (and) you'd ask for a motion in favor of appointing Commissioner Guerber as the vice chair.

Chair Summers: A motion to accept Mr. Guerber as the vice chair.

Ms. Wichman: I move to accept Jim Guerber as vice chair.

Ms. Nakea: I second.

Chair Summers: Any discussions. (Hearing none) All in favor? (Unanimous voice vote) Any nays? (Hearing none) Motion carried 5:0

Mr. Hull: Motion passes Madame Chair.

D. APPROVAL OF THE AGENDA

Mr. Hull: Next agenda item is the approval of the agenda. Given potential quorum issues, the Department would recommend that agenda item, excuse me, J.3. and 4. be moved to the bottom of the agenda, right before adjournment...and we have no further amendments.

Chair Summers: Could I have a motion to approve the agenda as amended?

Ms. Wichman: I move to approve the agenda as amended.

Mr. Guerber: I second.

Chair Summers: Any discussion. (Hearing none) Any nays? All those in favor? (Unanimous voice vote) Any nays? (Hearing none) Motion carried 5:0

Mr. Hull: Motion passes Madame Chair.

E. APPROVAL OF THE NOVEMBER 15, 2018 MINUTES

Mr. Hull: Next agenda item is approval of the November 15, 2018, minutes.

Mr. Guerber: I move that we approve the minutes of November 15, 2018.

Ms. Wichman: Second.

Chair Summers: Any discussion. (Hearing none) All in favor? (Unanimous voice vote) Any nays? (Hearing none) Motion carried 5:0.

Mr. Hull: Motion passes, Madame Chair.

F. HEARINGS AND PUBLIC COMMENT

Mr. Hull: The next agenda item is Hearings and Public Comment. If there are any members in the audience that would like to testify on any agenda item at this time, now would be the time to speak. If you'd like to choose to speak during the listed agenda item, the Chair generally reserves that right, as well. Seeing none.

G. ANNOUNCEMENTS AND GENERAL BUSINESS MATTERS

1. Letter (12/27/18) to The Honorable Derek S. Kawakami, Mayor, County of Kaua'i from Tom A. Samra withdrawing its November 29, 2017 final decision and issuing a final decision cancelling the relocation project.

Mr. Hull: Next agenda item is G. Announcements and General Business Matters. So what you folks have transmitted to you is...as many of you were aware (it) had been brought before this body on more than one occasion, is the United States Postal Service (USPS) made communications back in 2016 about their desire to relocate. Essentially close down the historic Līhu'e Post Office and relocate services closer in proximately to the Līhu'e Airport. This body went on the record and at great length to request the USPS to reconsider that action and to

oppose (the) ultimate relocation and discontinuation of services at the historic Līhu'e Post Office. There had been about two years of correspondence between the County and the USPS (in) analyzing the potential impacts that the relocation could have. Back about a little over a year ago, the USPS made a communication public. Sending it to the Mayor's Office, to you folks, to the Department, as well as making it available at the postal site, that it had made its final decision to relocate its services to the airport. The Department strongly objected against that. Finding it in conflict with Section 106 of the Federal Rules and Regulations and subsequent to that, the United States Postal Service began its (Section) 106 process, which we found again counter, because you cannot make a final decision until the process is done. However, the Postal Service maintained that it had made its final decision and had the right to make that final decision before going into the Section 106 process. But throughout that (Section) 106 process the Department had been constantly engaged with the United States Post Office relaying the potential impacts to the historical site, as well as, to the overall site and again continuously providing objections to the manner in which they were proceeding through (the Section)106 proceedings. I can also say that other community members, Līhu'e Business Association, in particular and the Historic Hawai'i Foundation of Hawai'i have been partnering to also convey continued pressure on the United States Postal Service to reconsider. We had also been in touch with our Congressional Offices, for which they also had been exerting continual pressure, and it appears from this now recent communication from the U.S. Post Office, that they have reconsidered again and have made their final, new final decision, "to not relocate their services", which we do applaud and support. And the letter is just being provided to you folks. If you have any questions or clarification, any input, it's been transmitted to you folks for that reason.

Mr. Guerber: I heard this about three days ago and I think a big part of this should be given to Pat Griffin, who was on our Commission and she really spearheaded a lot and I think it was through her work that this really – I don't know what we can do? Write a letter, or something but she deserves a big applause from the...

Ms. Wichman: Send her a coconut.

Mr. Guerber: We can send her 100 coconuts.

Chair Summers: Is that something that the Commission does typically or...sending a letter?

Mr. Guerber: I don't know.

Mr. Hull: The Commission can elect to send a letter and officially recognizes somebody for their efforts; but you need a motion and vote to that affect.

Ms. Wichman: I'd like to move to recognize Pat Griffin of the Līhu'e Business Association for their efforts in protecting the preservation of the Līhu'e Postal Service.

Ms. Nakea: Second.

Chair Summers: Discussion?

Mr. Guerber: Whose going to write the letter?

Mr. Hull: The Department could draft that up and provide it at...sorry and because I think you need a properly agendized letter and right now it's just a letter from Tommy Samra to you folks. The Department can draft up a letter to that affect and put it on the agenda for your review in February.

Mr. Guerber: That'd be good. Wonderful, lets vote.

Mr. Hull: If there's no further discussion it would just be...the Department would ask for a motion to receive the letter from Mr. Samra.

Mr. Courson: Oh, but there's a motion on the floor right now.

Mr. Hull: No, yes, so I don't know if they have to withdraw that. Nick, is it possible for them to vote on...

Mr. Guerber: We can receive after.

Mr. Courson: This is an agenda that...

Mr. Hull: Yes, that an actual drafting of a letter to the Līhu'e Business Association, isn't specifically agendized? Can?

Mr. Courson: I think it's fairly within the realm. I don't object to that on Sunshine Law. I think there's enough of a nexus and I think that because the letter will come back on the next agenda anyone in the public that has thoughts on it will have an opportunity to express their thoughts.

Mr. Hull: But I guess you would ask for...a motions been made and seconded so without further discussion you would ask for a vote on the...

Chair Summers: All in favor of the motion to receive the letter.

Mr. Hull: No, to draft the letter...

Chair Summers: To draft the letter.

Mr. Hull: To the Līhu'e Business Association.

Chair Summers: Any opposed? (Hearing none) Motion carried 5:0.

Mr. Hull: Motion passes Madame Chair. Also I need a further motion to receive the letter from Tom Samra.

Mr. Guerber: Madame Chair, I move that we receive the letter from Mr. Tom Samra.

Chair Summers: All in favor.

Ms. Nakea: Second. I second.

Chair Summers: Any discussion. (Hearing none) Any opposed? All those in favor? (Unanimous voice vote) Any opposed? (Hearing none) Motion carried 5:0.

Mr. Hull: Motion passes.

2. The West Kaua'i Community Plan Heritage Resources public workshops will be held on Janaury 23rd and 24th from 5:00 p.m. to 7:00 p.m. at Hanapēpē Library and Kekaha Neighborhood Center, respectively. Cultural Surveys Hawai'i has also been hired as a consultant to publish a report that will inform the West Kaua'i Community Plan document. The draft report is forthcoming and will be presented to KHPRC at a later date.

Mr. Hull: I believe Marisa Valenciano is here just to give a quick briefing, as far as, what is going on with the West Kaua'i Plan and the Heritage Resource discussions going on.

Planning Department Marisa Valenciano: Good afternoon Madame Chair and members of the Commission. As Ka'āina mentioned, we are about midway through our West Kaua'i Community plan process and as part of this process we are in the middle of our focus workshops, we're calling it. And this month we are working on heritage resources which encompasses everything from culture sites and places, (inaudible) historic structures and buildings and so we just wanted to extend an invitation to all of you, as well as, the community, that we welcome you all to participate in this heritage resources workshop. I believe the dates and information is on the agenda. That's happening next week the 23 and 24; 23 is going to be at the Hanapēpē Library and then Kekaha is going to be at the Kekaha Neighborhood Center from 5:00 p.m. to 7:00 p.m. We have had a really, good turn out so far and we look forward to the next series of workshops related to heritage resources in January, transportation in February, (and) economic development in March. And then also along the same lines, we wanted to let the Commission know that back in, back before we started this process, we had hired consultants...cultural surveys to help us conduct a technical study called the Culture and Historic Assessment for West Kaua'i. And we intend – right now, we've been working with our consultant on preparing some of the deliverables. Part of the deliverables will be a draft report and we do intend that when that comes available, to come to this Commission to seek input specifically on that. If any of you have any information...have any questions or want to be more actively involved in the process please feel free to come see me or just let Ka'āina know and we can make sure we can get that information to you. But that's all I have right now.

Mr. Hull: You guys have any questions?

Ms. Valenciano: Thank you.

Mr. Hull: Thanks Marissa.

H. COMMUNICATIONS

Mr. Hull: No communications.

I. UNFINISHED BUSINESS

1. National Historic Preservation Act, Section 106 and Hawai'i Revised Statutes, Chapter 6E, Memorandum of Agreement Discussion Hanapēpē Bridge Replacement Project, Project No. HI STP SR50(1) Waimea District, Kaua'i Island, Kōloa Ahupuaa TMK: (4) 1-9-007: 001 Hanapēpē Canal, (4) 1-9-007-013, (4) 1-9-007:034, (4) 1-9-007 Kaumuali'i Highway Right-of-Way, (4) 1-9-010:015, (4) 1-9-010:046, (4) 1-9-010:050, (4) 1-9-010 Kaumuali'i Highway Right-of-Way.

a. Final Memorandum of Agreement Among the Federal Highway Administration, The Hawai'i State Historic Preservation Officer, and Regarding the Hanapēpē Bridge Replacement Project.

Mr. Hull: You guys remember some time ago the Department of Transportation came to you folks in its Section 106 review to discuss the replacement of the bridge? At that time, there was also discussion from this body as far as entertaining or entering into a Memorandum (Of) Agreement (MOA) with the Department of Transportation (DOT) in their replacement of that bridge. So as they proceed throughout the project that this body would essentially be a party to that Memorandum of Agreement, on how the replacement is done, and any work being done. They have provided the final MOA to you folks and it's one, up for discussion as far as whether or not you're okay with that MOA. If you'd like to recommend any amendments to that MOA...excuse me?

Mr. Guerber: This is the highway bridge...

Mr. Hull: The highway bridge, this isn't the...

Mr. Guerber: Not the one-way bridge with the walkway beside.

Mr. Hull: Correct.

Mr. Guerber: Okay.

Mr. Hull: So the Department didn't have any objections to the MOA as it stands, but we're providing to you folks as to if you are still wanting to – if there's any desire to propose amendments to the MOA.

Ms. Wichman: I have a question. You said to oppose or to have amendments for this. Is this the same one that, that we saw clear to them? Is it exactly, the same, because the date received, is today?

Mr. Hull: No, yes, so...this I believe and apologize. Our two historic preservation staff, both Myles and Alex are...have been taken to other places. Alex is stuck in 'Ele'ele and Myles has been taken for an HR issue. So I quite honestly, I am not sure. Myles supposed to be here to do a briefing and if you would like to defer this particular item for when Myles can give that briefing.

Mr. Guerber: I think this was before my time on the commission, so I didn't see this one. We saw the one for the County Bridge.

Mr. Hull: No, excuse me, the one for the County Bridge was not an MOA with the Department of Transportation. The one for the County Bridge was an actual nomination for the State Register.

Mr. Guerber: That's right.

Mr. Hull: Yes. So this one, I apologize. Myles isn't here to give the briefing so I can't actually say how much this has changed. I don't believe, at least in like small talk, there have been much of any changes at all. It is subsequently the same, as I understand it. But again it is here so if you'd like to defer this till February to get that official briefing, we can do that as well. And part of this also quite honestly, is that before Myles supposed to be here, the actual Federal Highways folks were supposed to be here. But all the projects that have Federal Highways attached to it there was supposed to be some discussion on their part giving a presentation; we received communication from them that during the government shutdown they're not participating in the discussions. So that's why we're a little in the dark here, and again I apologize for that.

Mr. Guerber: (Inaudible), I move that we post-poned this until February.

Ms. Nakea: I second.

Mr. Hull: So the second was from Commissioner Nakea.

Chair Summers: Any further discussion. (Hearing none) All in favor? (Unanimous voice vote) Any opposed? (Hearing none) Motion carried 5:0.

b. Appointment of Investigative Committee members (Permitted Interaction Group) to Interact with the DOT on behalf of the KHPRC as a party to the Memorandum of Agreement for the Hanapēpē Bridge Replacement Project, Project No. HI STP SR50(1).

Mr. Hull: The second item is also related to this bridge project, and in reviewing the minutes there was an actual Permitted Interaction Group that was formed to participate in the MOA discussions. The Permitted Interaction Group are no longer part of the Kaua'i Historic Preservation Commission, with the exception of Commissioner Wichman. The other commissioners are no longer part of it, so the proposal on the table is to see if this body still

wants to continue having a Permitted Interaction Group and if that is the case to appoint at a minimum of three members to that Permitted Interaction Group.

Chair Summers: What does a Permitted Interaction Group do?

Mr. Hull: So the Permitted Interaction Group is essentially able to discuss agenda items off of the agenda, essentially. So they can meet and further analyze, discuss, and then ultimately propose to this body a course of action. So I don't believe there really was much discussion with the PIG for this issue, but should it be reformed. Or excuse me...should members be appointed to it, so that there is actually a group in place now, they would have the potential to go into further discussions with the Department. As well as, enter into these where there isn't a (Historic) Preservation meeting, (and) enter into discussions with the Department of Transportation, as well as, Federal Highways to discuss among other things the MOA. So ultimately, the Department would be looking for some type of action from this body. Either a motion to disband the PIG if there's no desire to go further on it, action to defer, which you guys may want to do being that the actual MOA has been deferred until February, or an action to actually appoint three members right now to the Permitted Interaction Group to move forward.

Ms. Wichman: Can I ask a question? As far as the Permitted Interaction Group, has the Federal Highways Administration, have they been meeting with anybody? With (the) community in Hanapepe, already? I mean the bridge project is already long underway and I did see a little kiosk with some kind of information that was just right before the bridge, on this side. And I was just wondering...we've never...I was on that PIG and I never heard anything from anybody about it? So (I) was just wondering how far they've come along since the previous MOA that we signed. And what is there left to do? That's basically you know, what's the purpose of us being on this? Yes.

Mr. Hull: And yes. I would love to be able to convey that to Federal highways but alas.

Ms. Wichman: I am sorry but I just...

Mr. Hull: No, so I can say they have been meeting, they have continued to hold meetings. They have...they've updated us, (and) this is the last update, the last communication we sent to you folks was their previous MOA. So aside from them updating us with their new versions of MOA, we haven't gotten much from them. We understand that they are also meeting with the public (and) the next meeting is scheduled, February 6, where they will have an evening meeting. But aside from that, again, I can't speak on behalf of them until they're able to get their government funding (and) they're probably not going to be able to come back before (then) to answer the questions.

Ms. Wichman: And the February 6 meeting might not happen?

Mr. Hull: The February 6 meeting may not happen...

Ms. Wichman: Because of the government shutdown?

Mr. Hull: Correct.

Ms. Wichman: Okay. But if we were to defer this...our meeting is after February 6? So we actually, if we wanted to participate in this we'd have to make a decision now.

Mr. Hull: If you wanted to participate in the February 6 meeting as a PIG, yes. So if you wanted the PIG members...and I can say that if the government shutdown is still going on February 6 the meeting won't happen because ultimately it's a DOT project. It was the Federal Highways Administration, as I understand it, that was facilitating the Memorandum (of) Agreement under Section 106 to bring all the parties together, but I don't know if that would automatically preclude or foreclose on a meeting of February 6 from happening. So if the shutdown is still occurring, DOT theoretically still could go forward with the meeting.

Ms. Wichman: Thank you.

Mr. Hull: So again, ultimately we would need a motion...

Mr. Guerber: I move we disband this PIG. It wasn't doing any good, anyway.

Ms. Wichman: I'll second it.

Chair Summers: Any discussion. (Hearing none) All in favor? (Unanimous voice vote) Any opposed? (Hearing none) Motion carried 5:0.

Mr. Hull: Motion passes Madame Chair.

J. NEW BUSINESS

- 1. National Historic Preservation Act (NHPA) Section 106 Consultation for Kawaihau-Hauaala-Mailihuna Complete Streets, Kapa'a Ahupuaa Moku of Puna, Island of Kaua'i. Federal Aid Project No. STP-0700(071).
Tax Map Keys: [4]4-6-014:030, 031, 112, and 113; 4-6015:003, 004, 012, 015, 021, 052, 058, 060, 067, 071, 073, 076, 082, 084, 086, 087, 090, and 102; 4-6-16:005, 034, 035, 037, and 069-071; 4-6-018:048, and 052; 4-6-019:001, 003-005, 009-011, 013-016, 029, 031, 037-039, 042, 044, 045, 047, 048, 053-057, and 095; 4-6-029:003-005, 009-011, 013-016, 029, 031, 037-039, 042, 044, 045, 047, 048, 053-057, and 095; 4-6-027:001-004, 007, 013, 014, 025, 035, 037, and 038; 4-6-029:003-005, 016, and 024.**

Mr. Hull: I believe we have Lee here to give a presentation.

Lee Steinmetz: And yes Madame Chair, I have a PowerPoint so you might want to a...hopefully it'll work. So my name is Lee Steinmetz (and) I am the Transportation Planner with the Planning Department and also here in the audience is Joel Bautista, who is with the Engineering Division of the Department of Public Works. Joel's actually managing this project but came into that role like last week, so I am going to give the presentation today as Joel kind of learns more

about the project. We wanted to bring this forward. This is a project of the Engineering Division (and) the consultant on this is Wilson Okamoto. We wanted to bring this to you because actually we were going through a Section 106 process on this, and to be honest the comment period for that has already closed because we weren't able to schedule time on the agenda within the comment period. So that being said, we still wanted to bring this forward to you. We're still in the design process and if you have comments about the project we can still acknowledge that and incorporate those and look at those as we continue with the design. So we're not done with the design, but anyway so we just wanted to do this more informally, not formally as part of the (Section) 106 but still take your input.

So the reason for doing this project is kind-of summarized by this picture. For any of you who are around Kapa'a Elementary (School), Kapa'a High School, (or) St. Catherine's School/(Church), there is a lot of congestion around the schools at pickup and drop off times. There's a lot of safety concerns for pretty much everybody using the road but especially for people who are walking, and biking to school. There's a lot of concerns. There's a large intersection with Kawaihau Road, Hau'a'ala Road, Mailihuna Road, (and) they all come together. It's a very confusing intersection, so we're trying to really address all of those safety issues, congestions issues, and also resurface the road in that area, all (these) things that need to be done. So anyway, this is the purpose of the project to really look at safety and complete streets improvements around these schools and on these streets.

We've identified an Area Of Potential Effect, which is primarily the road right-of-way (and) it goes out a little bit in certain areas where we think we're going to have some drainage, possible drainage improvements on adjacent properties. But you can see Kawaihau Road there and Mailihuna Road, which goes off to the right and a little bit of Hau'a'ala Road that goes right past St. Catherine's Church and to the school. So anyway, that's the Area of Potential Affect. Something that maybe you heard about, a component of this project, is what we're calling a peanutabout. Which takes all of those intersections and creates a peanut shaped roundabout to try to address some of the safety concerns with pedestrian crossings across all of those streets. We're also extending sidewalks all along, down to Kapa'a Elementary and a little sidewalk going along Hau'a'ala street (sic) over to by St. Catherine's School. We're adding some bus shelters at the bus stops (and) one's already been installed as part of a separate project, but we'll do another one. And also more protected pedestrian crossings at certain locations, like right by the schools with the flashing beacon lights. So here's just what that peanutabout area would look like. There's that triangular park that is on the corner there by Mailihuna (Road), where Mailihuna and Hau'a'ala Roads come together (and) we're taking a small portion of that triangle for this peanutabout. There's also a little irrigation ditch there, but we're not going to the other side of the ditch, we're just staying on the road side of the ditch. That parcel is (an) Executive Order from the State to the County for a park, so one of the things that we have to do is get approval to use that little sliver on the corner for part of the road, instead of part of the park. So we're working on the state with that. There's (also) a few other minor acquisitions of private properties on the corners to make all of the things work. Other than that, all of the work with the exception of maybe some drainage is within the existing right-of-way.

As you go down Kawaihau road we're now looking, there's parking lots (and) that upper parking lot is right in front of that elementary school. The parking lot on the other side serves teachers

and students of both the elementary school and the high school. So we'll be extending sidewalks all along that street and on the school side of the street we're actually showing a wider sidewalk that would be up to, between six and eight feet and what we're trying to do is connect to the recently completed elevated boardwalk that comes up from the bike path and people can then just ride.

Nicholas Courson left the meeting.

We'll have a wider sidewalk there, so people who aren't comfortable riding in the street can ride on the sidewalk all the way connecting to the school. And by the way, it is legal to ride a bike on the sidewalk if it's not in a commercial area, so we're okay with that. You can also see those crossings, those kind of protected crossings with the median. Part of the purpose of the median is to slow down traffic so it's more calm right near the school. This is extending along Kawaihau Road down to in front of Mahelona Hospital where we're keeping the sidewalk just on the hospital and school side, but on the other side we'll have a striped shoulder that people can walk or ride a bike in. And then this shows the connection to Iwaena road that connects to the bike path and the elevated boardwalk, so that becomes one complete system. Then on Mailihuna Road we're looking...there's already a sidewalk, kind of, sort of, sidewalk on the residential side of the street. We're looking at improving that (by) making it little bit wider, and little bit safer. And then on the school side there's currently just a drainage swale so we're looking at putting a sidewalk near the school fence, which means that we'll be regrading that drainage swale, as well. And you can see on the lower...this is kind of a connection starting at the top of Mailihuna (Road) and going down. Those improvements will extend down to the lower parking lot at Kapa'a High School by the fields and that's the end of the project. Oh I guess that's the end of the presentation, sorry I forgot to just mention on Hau'a'ala Road you can see in front of St. Catherine's School, we're only extending a sidewalk down to the parking lot in the area of the school for kids that are walking that way. Unfortunately, Hau'a'ala Road is really constrained in terms of topography and with the right-of-way that we have. So we're not able to extend (the) sidewalk beyond that point. So...

Mr. Guerber: Have there been any studies done on peanutabouts on traffic confusion and there's got to be university studies done about this?

Mr. Steinmetz: Yes, so our consultant has a roundabout consultant on their team and they have designed these types of roundabouts. We looked at different options, (like) an ovalabout. But we were concerned that people would speed because it's so long. (We) actually (thought about) having two roundabouts there (but) we thought that would be way too confusing, so this seemed like the best, the best approach. They really operate like a regular roundabout. They're pretty much the same thing it's just a way to extend it where you have intersections that don't exactly line up. Okay thank you. If you have any questions, comments, suggestions, we're happy to hear that.

Ms. Nakea: That intersection terrifies me when it's busy. So it could need some improvements.

Mr. Guerber: So would that still terrify you, I mean...

Ms. Nakea: The peanutabout? No, I don't think so.

Mr. Guerber: Thank you.

Chair Summers: Any further comments or discussion.

Mr. Guerber: I have one question Lee. Are we going to narrow the traffic lanes? Is that happening?

Mr. Steinmetz: Yes, the traffic lanes will be 10 feet basically. So again that will be...well it varies a lot because there're a lot of different things going on there. In some areas, there's just a center line, and then the road extends out. So they'll be more defined than they are now.

Mr. Guerber: Okay. Thanks.

Chair Summers: Any other discussion.

Mr. Hull: So the purpose of what the project is before you folks, is essentially pursuant to the Section 106 process to get comments, input, criticism, points of objection that this body may have to the project. If there aren't, you can, you know take a, you can entertain a motion just to receive for the record with no comments, or you can take a motion to support the proposed improvements, or a motion to raise points of critique.

Mr. Steinmetz: Maybe I should add something about the historic (inaudible). So sorry I just gave the scope. But we do have a Cultural Resources Historic Archaeological Consultant. The consultant has a sub-consultant and they've done a lot of extensive literature research. They've looked at the area and basically within the Area of Potential Effect (APE) they haven't identified any historic resources that are endangered from this project, in terms of we will be doing, some excavation, and digging, and everything. But in terms where there are usually archaeological resources they have not. Based on the research that's been done past project, they don't see this as an area that is likely to contain archaeology resources, for example. So at this point although it's not, (it) hasn't officially (been) done yet, but we're looking at a no adverse effect from a historic perspective for this project, just so you have that information.

Mr. Hull: Yes sorry the actual...excuse me I stand corrected. The statement I just made to you folks. If there are points of objection, or critique that the Commission has for the project, now would be the time to put them on the record. If there is none, the group as Lee pointed out, the specific communication they're requesting is a findings of no adverse impact, affect, no adverse effect.

Ms. Nakea: And any concerns that we have would have to be historic in nature because that is the point of this Commission...

Mr. Hull: Correct.

Ms. Nakea: So receiving would be probably the best course of action because even supporting it if there's no historical conflict, so to speak, well I guess we could word it to...right? Or we...

Mr. Hull: No, so that's what I am saying, is that the actual finding they are asking for you to make is the finding of no adverse effect. And so...

Chair Summers: Oh, I thought that was from their consultant?

Mr. Hull: No, from the actual Commission is what Lees asking. So it goes into the line with what I trying to get at was, if you do have further questions, further concerns, (and) I am not saying give that motion. Then you would ask for, you know, further information, or you give the points of critique, or objections, for which Lee folks then would take those points of objections, analyze them, and get back to address those points of objections until essentially a findings of no adverse effect can be hopefully gotten from you folks, but yes.

Ms. Wicham: Madame Chair, I have a question for Lee. Who's the consultant, the archaeological consultant?

Mr. Steinmetz: It's, I believe it's Cultural Resources Hawai'i.

Ms. Wicham: And have they already done the excavations or...

Mr. Steinmetz: So what they do basically, is they don't do field excavations. What they look at is all the literature review, all of the things that have been done in past projects, and see was anything found on those projects. So for example, one of the most relevant ones is Kapa'a Elementary (School), Kapa'a High (School) did a septic or sewer improvements and there was a lot of excavations and through those excavations they didn't find anything. They didn't find anything while they were working on that adjacent property. Yes, so they'll look at the historical use of those properties and a lot of that area was plantation before so if there were pre-plantation resources, a lot of those have been destroyed anyway because of the cultivation of the work that had been done on the land. So basically after looking at all of that field research and looking at the historical uses, they felt that there was a low likely hood of finding anything. With that being said as part of law and as part of the specifications of the project, there's also things in place that should something be found during construction, construction is stopped, archaeologist come in. So all of those protections are in place as part of the project. Moving forward, that doesn't influence no adverse effect, those are mitigation measures that go into the project, no matter what.

Ms. Wicham: Right, thank you.

Mr. Ida: So the consultant's report, has it been approved by the State Historic Preservation Division (SHPD)?

Mr. Steinmetz: So what has happened to date, so there was, so what happens first, is the area of potential effect is reviewed by SHPD and then following that there's consultation letters that are sent out to various parties, Native Hawaiian organizations, to this body, to other people. And

they're requested to provide input within a window of time, which is basically 30 days from when this letter goes out. Which happened in October or November. So once that period closes than the County and the Consultant take the comments that are received and review those and the next step is...because this is a Federally funded project, Federal Highways Administration (FHWA) is actually the leading entity. So then we draft a letter for FHWA letter head which basically summarizes all the research, summarizes all the discussion, and comes up with a finding and that's the letter that's in a draft form right now. That's been sent to FHWA (and that has a no adverse effect finding. That letter then gets sent to SHPD and they either concur or they don't concur with that finding.

Chair Summers: So does it make sense for us to wait for SHPD to wade in? Or would we be actually providing comments that they would, you know...

Mr. Hull: We had a working relationship with SHPD over the past few years. It's interesting...SHPD has been, they've been a resource (but) their resource has been put to the limit, I'll say. And for most of the dialogue that I've had, with what dialogue I've been able to have over the past few years, is that they would prefer that a comment come from this body first and that they are able to work off of that as well. That does not mean that you have to, but I would also say that waiting for a comment from SHPD before taking action could mean that we could be here awhile.

Chair Summers: Got it.

Mr. Ida: I don't know if this would help. But having personally worked on that bike path and board walk project, my opinion is...there ain't nothing. Its nothing there.

Chair Summers: Is the report from your cultural resource sub-contractor available to us if we wanted to look at it?

Mr. Steinmetz: Yes, I think we can share with you their draft letter that was submitted to FHWA.

Chair Summers: I don't know if anybody would want to see that?

Mr. Guerber: I think we should just move that there's no adverse effect. Really, I didn't see anything and we know the things that are in place, the rules that are in place. If they find something, they're going to stop and they're going to fix it, and we'll be notified about that. Right? So I move that we find no adverse effect.

Ms. Nakea: I second.

Chair Summers: Any further discussion on that. (Hearing none) Any opposed? All in favor? (Unanimous voice vote) Now, any opposed? (Hearing none) Motion carried 5:0.

Mr. Hull: Motion passes Madame Chair.

2. **Dark Horse Coffee**

TMK: (4) 2-8-004:056

5521 Kōloa Road, Kōloa, Kaua'i

Proposed renovations to existing commercial building.

a. **Director's Report pertaining to this matter.**

Mr. Hull: And Alex has returned from 'Ele'ele. So I turn it over to him.

Historic Planner Alex Wong: Aloha mai kākou. I have some old photos that I would like to share with you. So I put together a relatively brief Director's Report encapsulating the information that I found from our Planning Department records that are on file. The actual part by KHPRC today, the Planning Department is requesting comments from the Kaua'i Historic Preservation Review Commission.

Mr. Wong read portions of the Director's Report dated January 17, 2019, for the record. (*Document on file*)

Mr. Hull: So, I believe the applicant is in the audience and if the Commission had any questions for the applicant.

Architect Nalani Mahelona: Hello, my name is Nalani Mahelona, and I am the architect for the project and this is Linda Charlson.

Linda Charlson: I am the mother of the four boys, who own the business.

Chair Summers: On the drawing...so there's a proposed demolition plan and then a proposed floor plan and I noticed that the new ramp isn't showing. So how much of the existing rock wall is to remain?

Ms. Charlson: (Inaudible) rock wall remains.

Chair Summers: Okay, so just that tiny portion.

Ms. Charlson: There's just a tiny portion, yes.

Ms. Mahelona: Just the portion of the landing for the turnaround.

Chair Summers: Okay, so the rest of it...

Ms. Mahelona: (inaudible) remains.

Chair Summers: It just wasn't shown in the new plans, I was a little confused. Any other questions?

Mr. Guerber: We're most concerned about how the outside of the building looks and it should look substantially the same that is when it was built, as close as we can get. What we're getting to is we don't see enough of what the change would be, so. Can you explain where the changes are?

Ms. Mahelona: The front elevation if you look at that first, the only changes is the jalousies. We're putting jalousies above the front entry door. All other windows remain jalousies. They have been changed in the past so this was existing when the new tenants came in. If I am not mistaken, if you do look at the old photos there may be fixed glass or other type of windows. When you come around on the side, the siding remains the same, the vertical siding, (and) the front remains the same with the stucco. What we are doing is adding windows to the rear of the building that match the front three window panels. So the idea is to take that design and repeat it.

Chair Summerson: So A3 is showing the existing up on top.

Ms. Mahelona: A3 on top is existing, yes.

Chair Summerson: The proposed changes on the larger drafts are on the bottom.

Ms. Mahelona: So the idea was to keep the front portion of the building, as much intact as possible. Now as we come around the building to the rear there was an old niche, that used to possibly house the Buddhist statue or something on the interior that was kind of falling apart. It's old, they want to remove it, and also add windows for ventilation on the rear. They do not intend to put air conditioning (ac), so this is for natural ventilation. When you come around, again to the left side, the left elevation there's some awning...actually, sorry, there's awning on both sides that are going to be removed and that's to allow for the windows to open above the new doors. And also we have doors at the rear that are going to be replaced with the windows. If you look at the right and left elevation, you can see that we tried to keep consistency with the new windows; however, we can't get the awnings above to match, because there's a new mezzanine in the floor plan at the rear of the building. So again, the idea was, we tried to keep the front elevations of this building intact and to renovate the rest of the building to make it most functional for the project.

Chair Summerson: So the changes on the front really, I don't think you'll even see them because they'll be in shadow within the entry and really the back, the changes along the back are kind of more the old service...

Ms. Mahelona: Yes, that's what they're going to see, is the back portion changed. But the front we're, you know, trying to remain it the same with the exception of the jalousies above that entry door and then most likely replacing that entry door to solid wood. So the looks not going to change. Sorry, we also have the president of the church, and he's in the audience.

West Kaua'i Hongwanji Board member Dennis Kurokawa: My name is Dennis Kurokawa. I represent the West Kaua'i Hongwanji. I am not the president, I am one of the board members and I was kind of in charge of the project and so we are the landlords of that property.

Obviously, we are in favor of the project because this project will definitely help the church financially because as you know all the churches now days, they're having hard time, yes. So if it's at all possible, we'd like to have the project approved, if they meet all the guidelines of course. We have secured a long-term lease with them, so they are going to be here awhile, you know. And they're going to be investing quite a bit of money into the property to preserve the historical building there and also they're going to allow us to put historical history of the church there so we can preserve that also for the community as a whole. Right now, there is no church there, so. And we haven't made any definite plans as to what we're going to put there, but we are definitely working on that right now. And we've kind of come a long way with the process (of) securing a lease and all of that, with the help of Jim Mayfield and some other people. Already the work and the planning that has taken place, I can see that it's going to greatly improve the property and maintain the property and its history of the church. Also they're going...because the monkey pod trees and stuff they are historical also, they're on the (State) Register, I think. They're going to be maintaining those monkey pod trees as is stated. I believe they're also going to be promoting more business locally, as well as for Kaua'i. They kind of have big plans, if it goes through but they're going to initially start off with a Starbucks like coffee shop and their already working in the mainland. They have established themselves. I think they have, what five coffee shops near sunset up there? Nine? Wow, okay so and they're pretty-solid business wise. We kind-of made sure of that as we try to engage them in a lease and stuff. So we're excited about the project for the church and for the community and for them. So we're in total support of this project. So you guys can give them your consideration, really appreciate it. You have any questions.

Mr. Ida: So they have the lease on this entire property.

Mr. Kurokawa: It's not the entire property. Well the part that belongs to (the Kōloa) Hongwanji Young Buddhists of America (YBA). We own two-thirds of the property and I think the preschool owns a third of it. And technically the ownership legally is under the State Honpa (Hongwanji Mission of Hawai'i), but we are the actual owners. And I think they do this because the churches need to preserve the church and they oversee what happens at the church. They cannot leave it to the local community church, to decide on those religious matters; or what happens to the property. So we have to get approval from them. So they are the parent of us, but we definitely not own title to the property, but we own the property. Just to clarify this.

Mr. Ida: So the plan to lease this out for a commercial venture...

Mr. Kurokawa: Yes.

Mr. Ida: Came locally from you guys? Or from the state Hongwanji?

Mr. Kurokawa: The plan was develop by Jim Mayfield. He's our commercial broker and he developed the whole plan for us, because we knew nothing of contracts and leases and stuff like that. But together with him and you know, we put together a pretty good lease, a long term lease. We have the packet lease already signed and sealed by Honpa (Hongwanji Mission of Hawai'i) as well as the tenants. So if you guys need to see that, we can produce that.

Mr. Guerber: So Ka'āina, do they have to change the zoning? Is there a...

Mr. Hull: No, so actually the area is in the section of Kaua'i or south Kaua'i that went through what's referred to as farm based coding. And so while we're appreciative there's no proposed changes to the exterior of the structure, because the farm based code is essentially set up to center on the form of the building as opposed to the usage. And this is right in the town core area, where the freedom of uses is really open, so there's nothing that they would have to do zoning wise to change over the potential to use it. The plan itself looks at revitalization of this area.

Mr. Guerber: I move that we support this.

Ms. Nakea: I second it.

Chair Summers: All in favor. Any further discussion? (Hearing none) All in favor? (Unanimous voice vote) Any opposed? (Hearing none) Motion carried 5:0.

Mr. Hull: Motion passes Madame Chair.

5. Amendment to Chapter 8.6 of the Kaua'i County Code (1987), as amended, relating to building design requirements and reduced parking standards for commercial development.

a. Director's Report pertaining to this matter.

Mr. Hull: So that proposed draft bill you have in front of you, is the zoning amendment for the Commercial Zoning district throughout the County of Kaua'i. To one, require a street frontage designs for all commercial buildings and secondly, it reduces the parking requirements, quite honestly it eliminates the parking requirements for commercial structures and limits it to just requiring for employee parking. This bill actually came before this body, roughly five years ago. And essentially, it's a bill to implement smart growth principles within the town core areas of various...of all of Kaua'i's towns. In essence, for the past forty, fifty, sixty years now, the pre-dominate design perimeters for commercial buildings has been one that has either required, outright required or just facilitated what became commonly known as strip mall style developments with massive mall type of developments and or in particular a sea of parking requirements in front of those structures. Which as time has progressed, we've seen kind of eviscerated our town cores and changed the manner in which communities are centered around commerce and function within itself. And so this bill was floated, like I said five years ago, and was ultimately submitted out to the Historic Preservation Communities, as well as, the commercial communities, such as the Līhu'e Business Association and the Chamber of Commerce. And back in 2014 both this body, other preservationist and you know the small business groups, kind of rallied around this bill and recognizing that it was both a preservationist bill as well as a bill looking at redevelopment and revitalization of town core areas and bringing those standards outward to further commercial developments. And so we actually ended up putting the bill on hold as the County of Kaua'i was going through a General Plan Update to see if those policies

resonated with the overall communities, as we reached out to them to update the General Plan. Since that time, the General Plan had been adopted and actually, it was vetted through communities, that indeed there is a desire to have, or to return, or put an emphasis on street frontage development for commercial buildings, as well as, looking at potential reductions in parking requirements. So that's what we're returning back to you folks with (and) we could've gone up and proposed it to the Planning Commission and referenced this body's communications, as well as, the Chamber Commerce communications from 2014 saying, "look the preservationist community and the small business communities support this." But to do that would be a little bit disingenuous being that those comments had been made five years ago. So we're ultimately submitting it back to this body. I don't know if anybody was on this body when we originally submitted. I believe Commissioner Schneider, who still is a commission member for a couple of months was (and) is the only remaining commissioner that was on the body at that time. So yes, we submit to you folks for your input and if you guys have any critical points on that.

Mr. Guerber: Well I have to say that Kaua'i Beer Company was kind of an experiment about this and what it says is yes, we need parking but we don't need to be restrictive by County rules to have the parking or else we couldn't exist. That was what it was, and you can tell that because along Rice Street there has been no restaurants along Rice Street, until we got there. Because they were not allowed, well they were allowed if they could have parking, but there was no parking, so it didn't work. And it's an example of somewhat simple ideas getting turned into laws that have an adverse effect to stifle a certain kind of development. And these rules were really there to make malls happen, it was kind of designed to make (a) mall. You have a big long area and you go outside of town, make a big development, make big parking and put the buildings in the middle of it. Kukui Grove is an example of that and they flourished for a long time. Now, I think the population is reverting-back to a neighborhood kind of concept, where people live, work, and shop in the same area. I would like us to get back to that in Rice Street and in our commercial areas.

Mr. Hull: And Commissioner Guerber, that's exactly what the bill is looking at. I will say this, we also have another bill that isn't just so much a preservation side but we are considering combining it with this bill, to outright allow residential use in the commercial zoning district. In many of the town core areas that have done their community plan updates, like Līhu'e, like South Kaua'i, they have already made that move to say in their town core areas, residential usage is an outright permitted use. But as much as we talk about mixed use, and smart growth, and infill development, we really haven't gotten too much of a discussion. Sorry, we haven't really gone back to say – right now in our commercial districts it requires a use permit before the Planning Commission (and) to ask for their permission and scrutinize in order to put an apartment above a commercial complex. And I guess somewhat loosely, being that you (are) discussing this bill, would you folks see any issue from a historic preservation side and knowing that many of our town cores are historical sites and allowing residential uses within those structures?

Chair Summers: Aren't a lot of the historic buildings that exact form? It's actually just going back to a...

Mr. Guerber: That's exactly right. Historically someone would have opened up a store on the bottom floor and they would live above it.

Chair Summers: And we see that...

Mr. Guerber: We still see that.

Chair Summers: In small towns here, right? (In) a lot of the older buildings.

Mr. Hull: Right, and many of those buildings were constructed prior to 1972 and it was in 1972 as we started looking at somewhat geometrically shifting uses apart from each other, that the barrier to residential use of commercial sites was put in place.

Chair Summers: It was limited to a bar.

Mr. Guerber: Build an apartment above Masa's.

Mr. Hull: So with that, I mean that's why we submitted the draft bill to you. If you guys have any comments, criticism, ultimately we're seeking the Commission's support in moving it forward to the Planning Commission (and) ultimately to the County Council.

Mr. Guerber: Well, I move we totally support this bill.

Ms. Nakea: I totally second.

Mr. Hull: Before discussion, I just want to make sure that there's nobody in the public that (would) want to speak on this bill. Okay.

Chair Summers: So any more discussions. (Hearing none) All in favor? (Unanimous voice vote) Any opposed? (Hearing none) Motion carried 5:0.

Mr. Hull: Motion passes Madame Chair. Before we move into the next agenda item, which is essentially clearing it out, I do recommend that our esteemed Mayor walked into our gallery and I want to recognize him.

Honorable Mayor Derek Kawakami: Madame Chair, can I have the floor please.

Chair Summers: Of course.

Mayor Kawakami: Thank you. Sorry for interrupting this very important meeting but I do want to say thank you to our Commissioners, Madame Chair, Our Planning Director, Deputy and to the entire staff for volunteering for this very important Commission, the Historic Preservation. You know how do we move forward and maintain our sense of place, our culture, so we can pass on and tell the tale of our history through our places. And I can tell you the work that you do is so very important. You know great places happen with intent, they don't happen by mistake. They happen because it was intentionally planned, that way. So you are really planning for the

future, while maintaining our history and our past. So I want to say I really appreciate the work that you do, you're all volunteering and it's a noble calling to be a public servant, to be in a position to serve for the next generation. So I want to thank you and from time to time as my schedule permits, I'll be down here to just listen. And on behalf of the Office of the Mayor if there's any assistance that we can be of, please don't hesitate to ask. But I want to thank all of you for the work that you do, alright. Thank you, have a great day.

Mr. Hull: Thank you Mayor. Moving on. So the next agenda items we have are agenda items J. New Business 3. and 4. and this is all before adjournment.

Chair Summers: Can I propose a five minute break?

Mr. Hull: You're the Chair, you can institute a five minute break.

Chair Summers: I am instituting a five minute break.

Meeting recessed at 4:24 p.m.

Ms. Jodi Higuchi-Sayegusa left the meeting.

Meeting called back to order at 4:30 p.m.

Mr. Hull: Madame Chair, we're back in order. So what happens next is essentially we had to move agenda items 3. and 4. because as we understand now, commissioner Wichman will be recusing herself from both of those agenda items and without Commissioner Wichman, technically there is no quorum. We got clarification from the County Attorney that the applicants can still give a presentation, and you as individual Commissioners can sit and receive that presentation, and you can also ask clarifying questions, but being that there is no quorum and Jodie had to leave as well. I am kind-of here little bit playing referee. In essence, you can ask clarifying questions but I'll ask you guy not go into any questions or dialogue between each other that would constitute deliberations on what actions would be taken later on in the future. So at the end of the presentation and at the end of any clarifying questions you folks might have that would be said, no motions can be had, (and) no motions can be made. We would just have to move on to the next agenda item, and again can ask clarifying questions but no motions can be made, and ultimately the meeting would be adjourned thereafter.

Mr. Guerber: You can't even move to receive because...

Mr. Hull: You can't even move to receive it. Technically, it's going to go to the next agenda item because no action was made. I am not sure if the applicant can return for those deliberations but the next meeting would be when the deliberations would be had. So any questions on the process here? Okay, without further, adieu.

Ms. Wichman recused herself.

**3. National Historic Preservation Act (NHPA) Section 106 Consultation for Hawai'i State Parks Water Bottle Filling Station Project.
Project to install 19 water bottle filling stations within 15 Hawai'i State Parks on the islands of Hawai'i, Kaua'i, Maui and O'ahu from August 2018 to July 2021.**

Administrator Hawai'i State Parks Division Alan Carpenter: Good afternoon Madame Chair, Mr. Director, Commissioners. It's nice to see a fledging Chair (inaudible) interesting to watch, thank you for serving.

Chair Summers: Thank you for keeping me entertained.

Mr. Carpenter: I am Al Carpenter, Assistant Administrator of the Hawai'i State Parks Division. I am wearing sort of two hats today. For 23 years I was the State Parks Archaeologist and done an immense amount of work on Nāpali and other parks on the island. With me today are Planning and Development Chief Russell Kumabe, from the Department of Land and Natural Resources (DLNR) Engineering Branch Melissa Agbayani, and Victoria who has now left the table is an Interpreter Specialist and also a qualified Archaeologist, so she has involvement in some of these projects. The first project, this water bottle filling station is far less controversial than the second project that I am going to present. And I didn't know we were on the agenda until yesterday but it essentially is a National Oceanic and Atmospheric Administration (NOAA) grant that allows us to convert existing water fountains to water filling stations and its intent is to eliminate marine debris. We all know that single use plastic is a huge issue with creating that debris. So all it entails and it has a fairly lengthy document that goes along with the 106 Consultation. We are essentially changing out existing water fountains and putting in water fountains that also have a water filling station and I think we have four on this island. There is...one of them is new, and that's up in Kōke'e between the lodge and the museum and that's the only one that sort of breaks new ground. There are two proposed for the Wailua river state park, one is in a historic building, which is the marina building, I think she took historic status last year, 2018 and it will (be) essentially taking the existing water fountain off of the wall and putting a new one on the wall. And then there's one at Opaekaa Falls and that again is on a modern restroom wall. And the final one is at Hā'ena State Park, which has an existing water fountain that we'll just be replacing (the) existing one on a concrete slab, which of course right now has no water service because we lost our waterline in the flood. But that in a nutshell explains what this document is all about and I do have an update. We did in fact receive SHPD's concurrence of no adverse effect, and so the public comment period has technically closed and for that I apologize that we didn't present it to you before that happened. But I can tell you that any comments you do wish to offer and you can give to us at any time, we still have the corresponding Chapter 60 compliance to do for this project. So if you have any significant comment we're certainly willing to entertain those and incorporate those into the (Chapter) 60 document that will also get reviewed by SHPD. So thank you.

Mr. Hull: So is there any questions concerning this?

Chair Summers: Any questions, no deliberations.

Mr. Guerber: Pretty self-explanatory.

Chair Summers: Yes.

Mr. Carpenter: I thought so.

**4. Hanakāpī'ai Bridge Project
State of Hawai'i, Division of State Parks
Proposal to construct an aluminum truss pedestrian bridge across Hanakāpī'ai Stream in Hanakāpī'ai Valley, Napali Coast State Wilderness Park.**

Mr. Carpenter: So now I am here to talk about the proposed Hanakāpī'ai Stream Bridge. And in addition to the folks I already introduced, I would like to mention that we have David Buckley who is the new SHPD Kaua'i Archaeologist and at the time you guys received this packet we had not received a review from SHPD. We still have not, but we have consulted and had a site visit with David. And SHPD has offered input, (and) we will take that into account and try to highlight those during this presentation. So and there metaphorically is the...your Chair, getting her feet wet. This is the existing condition of Hanakāpī'ai Stream, two miles into the Nāpali Coast State Wilderness Park with the trail head at Hā'ena. This should not be conflated with the island master plan that is going on right now, it's an independent project that had been in the works for a very long time. I think we started this in 2013 for very compelling reasons, to add this as a public safety measure. I believe that possibly 30 people have died here since 1970, mostly from flash floods, (and) also from drowning in the ocean. So it is if not the most dangerous, one of the most dangerous areas in the park system for us and we do have means of mitigating that. This project came out – we had the idea independently, but we were approached by first responders, Kaua'i Fire Department who are the ones who bear the brunt of having to rescue people here all the time. The state doesn't do it, the county does. So we worked on this concurrently to come to this proposal and we are, we have a design and we – it's sort of taken a back seat to everything that's happening, with all the flooding, closure of the north shore, Hā'ena and Nāpali. You know there are rockslides, there are landslides, there are, you know broken facilities but it is a funded project and it is something if the approvals goes through, this is only one-step of many. We've gone through several already, this is a prelude to get into the County Special Management Area (SMA) Permit, we'll have a public hearing prior to that and then we'll present this again during the SMA to the County Planning Department. There would be some advantages to doing it. The closure (of the trail) still continues for many months (and) that seems to be a moving target, but I am certain it would make some sense to do (inaudible).

Mr. Guerber: Who funded this?

Mr. Carpenter: Capitol Improvement Project (CIP) funds and DLNR State funds. So the location. You've all been there? So the map on the left, that's all closed area now (and that's) the project area location in red. This would be I think about 300 feet from the shoreline, so it's down low and there it is again, an aerial photo on the right. This is Hanakāpī'ai Stream on a normal day. That bridge is essentially designed, the design we proposed, that bridge is not there that is a photo shop image that I created. That's actually my wife and daughter on the bridge hiking in Bryce Canyon National Park. So that I tried (inaudible) that is about the height it would be, that is the width it would be, that is the style and color it would be. I think the only

thing I would say that is different is we proposed to have a dark treadway across the board, it's kind of white there or a dark probably a plastic wood. So it is truss style which is to say you know it gives it strength across a long span. It will be aluminum. It needs to be rust proof and you know there's a lot of styles of bridges in the wilderness we need ours to be kind of bullet proof, so while aesthetically makes sense for maintenance and just longevity, we decided to go with aluminum. It will be powder coated a dark brown to mitigate the most, the significant impact, which is the visual one, right? It's a big change in the wilderness areas and that will span across it. Each side will have concrete abutments and there will be micro pilings that drill to the ground to support them. They're very small and it spans from a natural rock outcrop on the left side of this, which is actually the Kē'ē side. To the right side it meets up adjacent to the existing trail that goes up towards Hanakāpī'ai Falls and eventually it morphs to become the continuation of the Kalalau Trail, as well towards Hanakoa.

So far for the previous summer, we had done an Environmental Assessment (EA), (inaudible) from DLNR (and they) issued a finding of no significant impact (in) 2017. We had a cultural analysis done by Trish (Trisha) Kehau (Kehaulani) Watson and Keao NeSmith, two historians from this island. Our SMA permit we put in an application quite some time ago (and) this was a preliminary step to get a hearing, so that would be the next step and we also still have to complete the SHPD (inaudible) that we're working on right now.

The plans from the top, so you're looking at it from the...bottom would be mauka and the top of the frame is makai towards Hanakāpī'ai Beach. So the brown (lines) are the existing trail runs. So right now you come from Kē'ē on the right side down that brown trail, meet the river (and) walk across, actually they hop across rocks. Up and down all around that area to get over (to) the trail on the left side and then head straight to Hanakāpī'ai Beach, or if you take that trail and go into the bottom of the picture that's what leads you up towards the falls and then continuation of the Kalalau Trail. And you can see the relation of bridge to the existing trails. The trail on the left side does not have any visible historic remnants; I actually believe it's not the original historic trail. The trail on the right side is stone paved which has sort of, that's one of the traditional elements of the trail which is a historic site built in 1860 and modified many times since. And then the photo on the right just shows you...it's an aerial view of approximately where the bridge would sit and it's showing you the degree of vegetation. Again, these are the construction plans, which are a little hard to see at this scale.

One thing I should point out, the green trail on the right side is a new 50 foot long proposed spur trail to access the bridge on the Kē'ē side, for a couple of reasons. One was to preserve both the route of the original trail and the stone paved remnants of it, so it allows people if they so choose, to continue to take the route they always have historically. Secondarily the right side of that bridge, if it was going to be connected to the trail at an elevation that made sense, the bridge would have to be much longer. It would have been up to (where) the green and the brown meet but also there is a natural outcrop that makes a perfect stable base, from an engineering geotechnical standpoint. It's a much more solid base for the bridge abutment on that side and there's some pictures there. Okay so this is the same thing more or less in cross section, the upper one shows you the, the depth of the stream, it shows you the proposed concrete abutments (inaudible) it goes down below a little bit and then the – those dash lines are micro piles which get drilled into the rock. This is very much the same as the color view that I showed you,

showing all the same elements. That gray shaded one is the new proposed trail. Which it will probably be built to mimic the style of the existing trail, which is largely a rock face trail and or just a flat cut, but it will have to adapt to whatever the conditions are out there. It may have a partially retained above it or partially retained below it. Existing trails have no retaining walls above the trail only below it. So (the) photo illustrates what I talked about – that is looking – (the) yellow box is basically where the bridge will enter the, or meet with the trail on the west side or Kalalau side of the stream. And the photo on the right shows that length or just it – geotech already been done there its archaeology monitored, there are no archaeological features or materials at that location. This is the opposite side now. The eastern side, Hā'ena side, and again it's very obscured by vegetation but there's a large rock outcrop as you can see sort of (at the) middle top on the photo on the right and that will be what it's anchored to.

Okay, so the – but it is within an archaeological complex, the greater area and so all of Nāpali is part of the – it's a part of the Nāpali Coast Archeological District, it's listed on the Hawai'i and National Register of Historic Places. Every one of the valleys has a pretty-significant story to tell from an archaeological standpoint. They're very loaded with particularly, agriculture remains. Kalalau being the most dramatic (has) a large number of sites, (and is) the largest area. And Hanakāpī'ai is a fairly narrow one but there are two dozen or so recorded sites or site complexes. The one that we're looking at here, is an agricultural complex minus habitation features to it. It is stone terraces, one stonewall and there are...we have identified some subsurface deposits. It is also highly degraded, it's one of the most degraded site locations along the Nāpali Coast (and) that's because we have, you know up to 2,000 people a day hiking there with limited management and (inaudible). So there've been...and for 40 years it was a legal camp spot and so we stopped camping there in the year 2000. Literally, from the 1950's (and) before it was even a state park it was a popular camping location. Many people modified sites for decades; they turned what were traditional sites into campsites. So it is highly degraded and it's difficult to determine in fact which sites...sometimes which ones are older. So this is one of the things that differ from the correspondence that we gave you.

When we met in the field with David of SHPD, he had concerns that we had these areas of potential effect or these areas in red that we had identified. And he said "well there's all this stuff all over there", you know and this is based partially on uncertainty because we don't have...the contractors have to be creative on how they make this work. So to explain what's on the left and a little bit of our philosophy now. SHPD...we have an overall potential area of effect that's fairly large and what I have been pushing and trying to do in my career as a part time archaeologist is instead of...what is typically done is you put a buffer around archaeology sites or features and you say "stay out of here", right? Because we protect all kinds of things, geological features, you know, plants, endangered species, what have you, right? I much prefer to give the contractor a very limited area to work in. Then you limit the damage to only that location, regardless of what's around you, even if it's not an archaeological feature. So that's really what the red was attempting to do but I do understand that there is always potential to impacting but we hope that, you know, that would be mitigated by working closely with contractors and clearing particular areas where they can stage materials. The bridge itself is not going to have a very large footprint; its just two abutments on each side and the 50-foot spur trail. But it's the equipment and getting materials in there, storing it, staging it, etcetera. I am hopeful that they are actually going to bring the bridge in by helicopter and drop it in place, right.

May have to come in two to three pieces but that would be the best, then you don't even have to lay it on the ground anywhere. So there is some uncertainty but we have identified all the features within the potential area of effect, I suspect the area of effect would be much smaller in reality. So to summarize, we have limited construction staging areas to those previously disturbed by campers, hikers, beach users. Our archaeologist will be in there; we always brief crews ahead of time and we try to monitor at least, you know, for every major phase of construction. We don't necessarily have the staff to be there at all times. And then if there are features that are potentially going to have to move over them, across the, etcetera, we'll try to cover them with plywood, cover them with you know, cover them with vegetation or something like that, some materials to mitigate any heavy impacts to those sorts of features. And one thing that SHPD asked that I believe we are permitted to do is, when we have these opportunities (inaudible) to clean vegetation these areas (inaudible) and very difficult to map and some of our maps (are) from 30 years ago did not benefit from clearing vegetation which can lead to misinterpretation. It's always good for us to reevaluate the condition of features and remap them, re-document them, so we'll implement that as part of this as well (and) give us an updated recorded for (when) the next changes occur.

Again from the air you can see we have at the left side is our old loading zone (LZ) which was actually in our established decades ago. It's kind of in an archaeological area served now (and) it's also sloped. It was not particularly (an) ideal LZ from a safety and pilot's perspective. So they asked and we recently had a project where we created a new LZ in a much larger open area that's right smack dab in the middle there. That would probably be the area that would receive a bunch of the materials from staging and you can see on the right the relation of that LZ to the bridge. And then I should note, that we have a bunch of existing facilities already on the right, you can see the roofs. We have three composting toilets, very important for public health. And we have a large shelter which is kind...it's both used for maintenance, it's a rain shelter, it's also been at times an emergency shelter for when people get trapped in there. And we actually do keep emergency supplies in there as well and the Fire Department and our staff has access to. Now some of these things when the bridge goes in, it won't be as necessary anymore because right now the problem is when the stream floods, which we are finding is happening more and more frequently. I think in the last full year before the big flood that closed everything, I think we had 20 incidents of flash flooding and we were closed. Some of those closed for more than one day, so we were closed for almost one month of the year, because people, you know, couldn't get across the stream in either direction. Okay so to focus on the features (inaudible).

The Kalalau Trail spur itself, this is the last one (that) comes down the slope from Hā'ena towards Hanakāpī'ai Stream (and) you can see the boulder paving, right there, on the left. That's looking from the stream up and on the right you're looking from the top of the trail down towards the stream. It's been inventoried, as had, the entire first two miles of the trail in a separate project, when we did a maintenance project. And we have most of those things recorded and mapped already; that's not part of the ones we need to re-record but we do need to protect it. And from there, you can't really tell in this view where the new bridge abutments going to go but it sort of...if you look on the right photo, it's kind of center, top, a lot of vegetation. Alright, so I just kind of talked about this the whole way long, but why, why this bridge is proposed? And I don't need the bridge because I am smart enough to not cross the stream when it's flooding but many people have died. Many people have been rescued who

don't actually need to be rescued, they're just trapped, right. They're cold and uncomfortable, but they're not really in danger and they...it takes sometimes a monumental effort to get these people out and sometimes the water does not subside for days. And we, you know, you could say well they can, you know, let them go, let them take the risk. I'd rather have them be safe if we can make them so with a simple edition of a bridge. I see the bridge as a way out not so much a way in, we can still close the trail in terrible conditions at the trailhead, as we typically do. But many of these floods have come without even a flashflood warning, right. So it's just an area that's super susceptible to it and has a very large catchment above – the Kōke'e area that all filters, all flows down one channel. And then on the right you can see, I mean even our flash flood signs get knocked out, when the floods come. That was actually just two weeks ago, that was from the big one.

And I'll end with just the notion that bridges along iconic trails and wilderness areas are not anything unusual, they're actually often sought after. I suspect that this bridge, while it does mar the environment a little bit, that's the one right in the middle, all the rest of these national parks and many of them are actually (like) New Zealand, which has a bunch of famous tracks, they call them, instead of trails. They are part of the landscape on these well-tracked avenues to the wilderness, it's not that unusual a concept and they're usually there to keep them safe. So...

Chair Summers: What determines the height of the bridge the (inaudible)...

Mr. Carpenter: Good question...I have an engineer that could chime in as well but if I...I believe the height was determined by what they felt was the 100 year flood stage plus the height of debris that come in that walk.

Chair Summers: It didn't look very high to me, that's why I asked, because I am thinking...

Mr. Carpenter: Right.

Chair Summers: What we've seen out there.

Mr. Carpenter: I think its 14 feet. Fourteen feet above stream level...

Chair Summers: It may not seem nicely proportioned with the surrounding landscape.

Mr. Carpenter: So it was based on a flood projection.

Chair Summers: I figured it was, but I had to ask.

Mr. Carpenter: And I wish I had pictures to see what happened in April (inaudible).

Mr. Hull: I have a clarifying question Chair, in the event that you folks are unable to attend the next meeting. Alan, for the Commissions discussion, at that point in the previous application it's a proposal (of) no adverse impact, effect. In this one, the findings are a determination of effect with proposed mitigation commitments.

Mr. Carpenter: Correct.

Mr. Hull: Are you specifically looking for essentially the Commission, if there is no further critique, criticism, opposition for them to just accept the effect with proposed mitigation commitments or...

Mr. Carpenter: Correct and with SHPD we'll work out the final details. They impose the condition on us effectively, we ask them for this, but they have to concur. So we're still waiting for their concurrence. There'll be minor modifications to the documents you guys have now.

Mr. Hull: And then I... just thinking out-loud, one of the effects that's found in the documents you provided is, and the predominate one is, the visual impact that it has on the historical sites and as well as the overall area. Is there a reason why, at least in the photo rendering the paint of choice is brown as opposed to something that blends more with the valley itself?

Mr. Carpenter: Actually, so...are you thinking green. Okay. I promise you, go take a look sometime at like a green fence, its way more, its far more prominent in your view than black or brown, right. So most of the soil and the rocks are black, brown or gray and so are the trees and tree trunks but yes, you see this green. I think I ought to provide you a Photoshop version of green and you would say "Whoa" it's really, harsh.

Chair Summers: And the treads would be a darker or a gray or something right.

Mr. Carpenter: Brown.

Chair Summers: Brown and gray, so.

Mr. Carpenter: It'll get muddy pretty quick.

Chair Summers: No you did a good job.

Mr. Hull: And then one last question, sorry. When eventually, and as you mentioned it's a moving target, when those roads do open up and I understand that it looks like the State Park would be open possibly or at least ready for opening prior to the actual road opening up. But once the road is open, and the park there is open, is the trail itself as well going to be open for the public to traverse this area or not yet?

Mr. Carpenter: Okay, good question. Right now, we're looking at potentially being done by the end of March, with the improvements. Now, if there's still other things we need, we didn't completely flush out the master plan (and) we got the big things done, and local residences, of course want to have access, they've been asking even about the trail, as well. So there were...there is damage and there remains some hazards along the trail. There were...so what happened along the trail was a (inaudible) of what happened to the highway. So we had five, you know, major landslides, but five foot wide rather than 20 foot roadway. Three, four, of those now this week, it's been repaired. Some of them were really, sketchy, right, like the 400-foot drop for the one-foot wide trail, right. So but the area from the trailhead to Hanakāpī'ai, that one

large slide has been repaired. It's still a mess. There's trees down, there's rocks that have come onto the trail. It needs essentially a really, good basic maintenance run. But I believe we can get that done, concurrent with the opening of Hā'ena. Then the question becomes do we want to send people down there? Or are we going to have our staff on? Because we got three new positions, gratefully from the Legislature for Hā'ena, Nāpali this year, something we've been begging for, for years. So we have those folks on board. Yes, I can see some soft opening on both Hā'ena and the trail and we also, we have a very dedicated group of volunteer curators who have been maintaining the trail for us. They've been dying to get back in and we're about ready to let them go in so long as we got the whole County pass issues. Because they would gladly, you know, do all that the maintenance that it really needs just to get it back in shape. Lot of vegetation encroachment, lot of just debris on the trail just makes it slippery, things like that. For the most part it's, I wouldn't call it unsafe.

Mr. Hull: Thank you. So there. So the Commission has no further questions to the applicant. We would just ultimately move to adjournment.

K. COMMISSION EDUCATION COMMITTEE

L. KAUA'I HISTORIC RESOURCE INVENTORY UPDATE COMMITTEE

M. HISTORIC PRESERVATION PUBLICITY COMMITTEE

N. HANAPĒPĒ BRIDGE REPLACEMENT PROJECT COMMITTEE

O. SELECTION OF NEXT MEETING DATE AND AGENDA TOPICS (2/21/2019)

P. ADJOURNMENT

Mr. Guerber: I move we adjourn.

Ms. Nakea: I second.

Mr. Carpenter: Would you prefer we come back or do you think that's necessary?

Mr Guerber: We don't even know if next month we'll have a quorum. We don't know.

Mr. Hull: We'll be in touch as far as one whether or not the...I think we'll work with Aubrey as the Chair and whether or not there's a request for you to officially return to participate in the deliberations or not.

Mr. Carpenter: We're all good.

Mr. Hull: Okay.

Chair Summers: Hereby adjourned.

Chair Summers adjourned the meeting at 5:04 p.m.

Respectfully Submitted,

Sandra M. Muragin
Commission Support Clerk

() Approved as circulated.

() Approved with amendments. See minutes of _____ meeting.

MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE HAWAII STATE HISTORIC PRESERVATION OFFICER,
AND
REGARDING THE HANAPEPE BRIDGE REPLACEMENT PROJECT,
HANAPEPE AHUPUAA, WAIMEA DISTRICT, KAUAI ISLAND, HAWAII

WHEREAS, the Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD), in partnership with the State of Hawai'i Department of Transportation (HDOT), has determined that the proposed undertaking to replace the Hanapepe River Bridge will have an *adverse effect* on the historic bridge (State Inventory of Historic Properties [SIHP] #50-30-09-2280), a property eligible for inclusion in the National Register of Historic Places. The Hanapepe Bridge is located on Hawai'i State Highway 50 (HI-50), also known as Kaunualii Highway at Mile Post (MP) 16.57 on the Island of Kauai, Hawai'i.

WHEREAS, FHWA has consulted with the Hawai'i State Historic Preservation Officer (SHPO) pursuant to 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act (NHPA) (54 USC 306108); and

WHEREAS, FHWA has established the undertaking's area of potential effects (APE), as defined at 36 CFR 800.16(d), in consultation with the SHPO and consulting parties; the 2.9-acre APE includes temporary and permanent impact areas including the following Tax Map Keys: (4)1-9-007:001 Hanapepe Canal, (4)1-9-007:013, (4)1-9-007:034, (4)1-9-007 Kaunualii Highway Right-of-way, (4)1-9-010:0015, (4)1-9-010:014, (4)1-9-010:046, (4)1-9-010:050, (4)1-9-010 Kaunualii Highway Right-of-Way (Attachment 1); and

WHEREAS, the Hawai'i SHPO has reviewed and concurred with the evaluations and recommendations in the following referenced materials: (1) *Final Archaeological Inventory Survey Report for the Hanapepe River Bridge Replacement Project, Hanapepe Ahupuaa, Waimea District, Kauai* (March 2016); and (2) *Hawaii SHPD Historic Resource Inventory Form (Reconnaissance Level) for Hanapepe Bridge* (November 2014).

WHEREAS, in accordance with 36 CFR 800.6(a)(1), FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation, and in a letter dated August 10, 2016, the ACHP has elected not to participate in the consultation pursuant to 36 CFR 800.6(a)(1)(iii); and

WHEREAS, FHWA has consulted with HDOT regarding the effects of the undertaking on historic properties and has invited HDOT to be a concurring party to this Memorandum of Agreement (MOA); and

WHEREAS, FHWA sent letters describing the undertaking and inviting participation to the Office of Hawaiian Affairs, Kauai Historic Preservation Review Commission (HPRC), Kauai-Niihau Island Burial Council, Queen Deborah Kapule Hawaiian Civic Club, Hookipa Network, and Historic Hawai'i Foundation (HHF); HPRC and HHF accepted the invitation to be consulting parties and provided comments on the Project. All other organizations contacted did not respond; and

WHEREAS, HPRC and HHF requested participation in Section 106 consultation and have been consulted and invited to be concurring parties to this MOA; and

H.I.B.

I.Y.A.
~~JAN 17 2019~~

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NOW, THEREFORE, FHWA and the Hawai'i SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking on historic properties.

STIPULATIONS

The FHWA shall ensure that the following stipulations are carried out:

I. MITIGATION MEASURES

- A. The project requires a small portion of the historic United States Army Corps of Engineers floodwall (SIHP # 50-30-09-2283) to be removed. This action will be conducted using construction methods that would not compromise the overall integrity of the resource by ensuring the area where material is removed is left structurally stable and repaired with in kind materials.
- B. FHWA shall consult with the National Park Service HABS/HAER/HALS (HHH) Coordinator in the Pacific West Regional Office as to the required type and level of HHH documentation and on the guidelines and protocols for submission.
- C. FHWA shall ensure that all documentation activities will be performed or directly supervised by architects, historians, photographers and/or other professionals meeting the minimum qualifications in their field as specified in the Secretary of Interior's Professional Qualifications Standards (36 CFR 61; Appendix A).
- D. FHWA shall provide originals of all records resulting from the documentation to the National Park Service.
- E.** Prior to construction completion, FHWA shall develop and install interpretation materials (i.e. sign/kiosk) for the Hanapepe River Bridge project. The interpretive materials will include a summary of the history of the Hanapepe Valley including but not limited to: A discussion of Native Hawaiian history within the area; Hanapepe Town; a summary of the HAER documentation for the Hanapepe River Bridge (SIHP # 50-30-09-2280) as well as its role in the development in Hanapepe Town; The Hanapepe River watershed; Agriculture within the Hanapepe Valley; and a summary of the HAER documentation for the Hanapepe River levee (SIHP # 50-30-09-2283). The FHWA will prepare the interpretive materials and will consult with the SHPD and consulting parties during the development of such materials. FHWA shall develop an outline, which summarizes the contents of the interpretive materials to be developed, and will hold a scoping meeting with the SHPD, consulting parties, and local community prior to interpretive material development. This scoping meeting will also provide an opportunity for the collection of oral history to be included within the interpretive materials. Two draft interpretive material reviews with the SHPD and consulting parties will be conducted at 50% and 90% complete milestones. The SHPD and consulting parties will be afforded 30 days to review and comment on the design and content of the interpretive materials. The locations of the interpretive signage/kiosk have yet to be determined. FHWA will coordinate with the SHPD and consulting parties to identify an appropriate site for installing the interpretive sign/kiosk materials.
- F.** FHWA will salvage character defining features of the Hanapepe River Bridge (SIHP # 50-30-09-2280) including a segment of the Greek cross rail with lights and a Bridge end post/monument.

Memorandum of Agreement (MOA) for Resolution of Adverse Effects to the Hanapepe Bridge, Hanapepe Ahupuaa, Waimea District, Kauai Island, Hawaii FHWA Project No. HI STP 50(1).

2 of 12

FHWA will make every attempt to salvage a Bridge end post/monument that has the bridge name and/or date. FHWA will reduce the number of saw cuts during the material salvage by cutting material at natural breaks within the structure. FHWA will stockpile and protect salvaged material throughout construction with the intent to incorporate it as part of the interpretive signage/kiosk area.

- G. FHWA shall prepare and provide a complete set of As-Built drawings for the Hanapepe River Bridge to the SHPD and consulting parties following project completion and construction closeout.
- H. FHWA shall prepare a formal MOA closeout memorandum which documents compliance with all stipulations included in this MOA. The SHPD and consulting parties will be afforded 30 days to review and comment on the content of the formal MOA closeout memorandum.

II. BRIDGE REPLACEMENT

- A. FHWA-CFLHD proposes to replace the existing bridge to meet current standards for load, capacity and seismicity. The replacement bridge would include the following activities:
 1. The new bridge will be a three-span, shallow arch, girder bridge which reflects the aesthetics and historic character of the existing structure.
 2. The new bridge will be longer than the existing bridge—increasing in length from 275 feet to approximately 308 feet.
 3. The new bridge will be wider than the existing bridge—increasing in width from 36 feet to approximately 52 feet.
 4. The existing vertical bridge abutments are currently located within the main channel. The existing abutments would be demolished and removed. New abutments will be constructed behind the location of the existing abutments and set back from the main channel, thereby avoiding interference with the existing foundation and adding additional conveyance of flood waters under the bridge.
 5. The proposed horizontal and vertical roadway alignments will closely match existing conditions as roadway profile changes would impact the adjacent properties along the roadway approaches to the bridge.
 6. The project will include two retaining walls on the west end of the bridge. Based on preliminary design, the wall on the mauka side would measure approximately 110 feet long, and the wall on the makai side approximately 55 feet long.
- B. FHWA shall replace the bridge consistent with design plans previously furnished to SHPO on May 11, 2016 (Attachment 2). Deviations and/or design refinements on intermediate stanchions and end stanchions shall be consulted with SHPO and consulting parties as design is finalized.
 - a. Prior to rehabilitation, FHWA shall provide the State Historic Preservation Division (SHPD) redline copies of the bridge replacement plans for review and approval. SHPD shall provide written concurrence or comments with the drawings within 30 days of receipt.
 - b. Prior to the bridge contractor's notice to proceed, FHWA will provide SHPD

Memorandum of Agreement (MOA) for Resolution of Adverse Effects to the Hanapepe Bridge, Hanapepe Ahupuaa, Waimea District, Kauai Island, Hawaii FHWA Project No. HI STP 50(1).

3 of 12

final drawings of the bridge for approval. SHPD shall provide written concurrence or comments with the drawings within 30 days of receipt.

- C. Any historic properties directly adjacent to the APE, including SIHP # -2283 (Levee), shall be avoided and appropriately protected in place with construction fencing for the duration of the replacement project.
- D. At the completion of the bridge construction and thirty (30) days after final as-built drawings are received by FHWA as directed by the project specifications, FHWA shall provide as-built drawings to SHPO and concurring parties to document the completion of the rehabilitation.

III. DISPUTE RESOLUTION

Should any party to this MOA object to the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection(s) cannot be resolved, the FHWA will:

- A. Forward all documentation relevant to the dispute, including FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.
- B. Make a final decision regarding the dispute and proceed accordingly if the ACHP does not provide its advice regarding the dispute within the forty five (45) day time period. Prior to reaching a final decision, the FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.
- C. Be responsible to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.

IV. AMENDMENTS

Any signatory, invited signatory, or concurring party to this MOA may request that it be amended, whereupon the parties shall consult in accordance with 36 CFR Part 800 to consider such amendment. Any such amendment shall be effective on the date a fully executed copy is filed with the ACHP. If the signatories cannot agree to the appropriate terms to amend the MOA, any signatory may terminate consultation on the proposed amendment in accordance with Stipulation V, below.

V. DURATION

The terms of this MOA shall be satisfactorily fulfilled within five (5) years from the execution of the MOA, unless amended pursuant to Stipulation IV or terminated pursuant to Stipulation VI of this MOA. Prior to such time, FHWA may consult with the other signatories to reconsider the terms of the agreement and amend it in accordance with Stipulation IV.

This MOA shall take effect on that date it has been executed by FHWA and the SHPO.

VI. TERMINATION

- A. If any signatory or invited signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation IV, above. If, within thirty (30) days, an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.
- B. Within thirty (30) days following termination and prior to work continuing on the undertaking, the FHWA shall notify the signatories if it will initiate consultation to execute an MOA with the signatories under 36 CFR 800.6(c)(1) or request the comments of the ACHP under 36 CFR 800.7(a) and proceed accordingly.

VII. ANTI-DEFICIENCY ACT

- A. This agreement shall be subject to available funding, and nothing in this agreement shall bind the FHWA to expenditures in excess of funds appropriated and allotted for the purposes outlined in this agreement.

VIII. EXECUTION

Execution of this MOA by FHWA and SHPO and the submission of documentation and filing of this MOA with the ACHP pursuant to 36 CFR 800.6(b)(1)(iv) prior to FHWA approval of this undertaking, and implementation of its terms, is evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

The following are identified as parties to this MOA:

Signatories:

Federal Highway Administration, Central Federal Lands Highway Division
State Historic Preservation Officer

Concurring Parties:

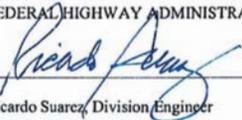
State of Hawai'i, Department of Transportation
Historic Hawai'i Foundation
Kauai Historic Preservation Review Commission

SIGNATORY PAGE

MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE HAWAII STATE HISTORIC PRESERVATION OFFICER,
AND
REGARDING THE HANAPEPE BRIDGE REPLACEMENT PROJECT,
HANAPEPE AHUPUAA, WAIMEA DISTRICT, KAUAI ISLAND, HAWAII

Signatory

FEDERAL HIGHWAY ADMINISTRATION, CENTRAL FEDERAL LANDS HIGHWAY DIVISION



Date 8/25/16

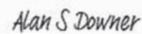
Ricardo Suarez, Division Engineer

SIGNATORY PAGE

MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE HAWAII STATE HISTORIC PRESERVATION OFFICER,
AND
REGARDING THE HANAPEPE BRIDGE REPLACEMENT PROJECT,
HANAPEPE AHUPUAA, WAIMEA DISTRICT, KAUAI ISLAND, HAWAII

Signatory

HAWAII STATE HISTORIC PRESERVATION OFFICER



Date 8/24/2016

Alan S. Downer, PhD, Deputy State Historic Preservation Officer

CONCURRING PARTY PAGE

MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE HAWAII STATE HISTORIC PRESERVATION OFFICER,
AND
REGARDING THE HANAPEPE BRIDGE REPLACEMENT PROJECT,
HANAPEPE AHUPUAA, WAIMEA DISTRICT, KAUAI ISLAND, HAWAII

CONCURRING PARTY:

STATE OF HAWAII, DEPARTMENT OF TRANSPORTATION



Ford N. Fuchigami, Director of Transportation

Date 8.27.16

CONCURRING PARTY PAGE

MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE HAWAII STATE HISTORIC PRESERVATION OFFICER,
AND
REGARDING THE HANAPEPE BRIDGE REPLACEMENT PROJECT,
HANAPEPE AHUPUAA, WAIMEA DISTRICT, KAUAI ISLAND, HAWAII

CONCURRING PARTY:

HISTORIC HAWAII FOUNDATION



Kiersten Faulkner, Executive Director

Date 10/6/2016

CONCURRING PARTY PAGE

MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE HAWAII STATE HISTORIC PRESERVATION OFFICER,
AND
REGARDING THE HANAPEPE BRIDGE REPLACEMENT PROJECT,
HANAPEPE AHUPUAA, WAIMEA DISTRICT, KAUAI ISLAND, HAWAII

CONCURRING PARTY:
KAUAI HISTORIC PRESERVATION REVIEW COMMISSION



Chairperson

Date *Dec. 4, 2016*

Bernard P. Carvalho, Jr.
Mayor

Wallace G. Rezentes, Jr.
Managing Director



PLANNING DEPARTMENT
County of Kaua'i, State of Hawaii'i
4444 Rice Street, Suite A-473, Lihue, Hawaii'i 96766
TEL (808) 241-4050 FAX (808) 241-6699
MEMORANDUM

Michael A. Dahilig
Director of Planning

Ka'aina S. Hull
Deputy Director of Planning

DATE: December 5, 2016

TO: J. Michael Will, P.E.
U.S. Department of Transportation
Federal Highway Administration
12300 West Dakota Avenue, Suite 380 A
Lakewood, CO 80228-2583

FROM: Kauai Historic Preservation Review Commission

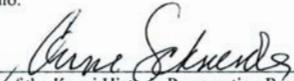
SUBJECT: National Historic Preservation Act, Section 106 and Hawaii Revised Statutes, Chapter 6E, Memorandum of Agreement Discussion
Hanapepe Bridge Replacement Project, Project No. HI STP SR50(1)
Waimea District, Kauai Island, Koloa Ahupuaa
TMK: [4] 1-9-007: 001 Hanapepe Canal, [4] 1-9-007:013, [4] 1-9-007:034,
[4] 1-9-007 Kaunualii Highway Right-of-Way, [4] 1-9-010:015, [4] 1-9-010:014, [4] 1-9-010:046, [4] 1-9-010:050, [4] 1-9-010 Kaunualii Highway Right-of-way

This is to inform you that the Kauai Historic Preservation Review Commission (KHPRC) met on November 17, 2016 to review and discuss Memorandum of Agreement (MOA) and offer to the KHPRC to be a party on the MOA.

Based on information presented and discussion, the KHPRC voted to sign the MOA to become a party to the MOA process. The KHPRC also voted that the matter relating to establishing a Permitted Interaction Group (consisting of no more than four members) to interact with the parties of the MOA be placed on the next available KHRPC Agenda.

Please feel free to contact us if you have any questions regarding this matter.

Mahalo.



Chair of the Kauai Historic Preservation Review Commission

cc: State Historic Preservation Division

An Equal Opportunity Employer

CONCURRING PARTY PAGE

MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE HAWAII STATE HISTORIC PRESERVATION OFFICER,
AND
REGARDING THE HANAPEPE BRIDGE REPLACEMENT PROJECT,
HANAPEPE AHUPUAA, WAIMEA DISTRICT, KAUAI ISLAND, HAWAII

CONCURRING PARTY:

KAUAI HISTORIC PRESERVATION REVIEW COMMISSION



Date *Dec. 4, 2016*

Chairperson

MEETING OF THE
KAUAI COUNTY HISTORIC PRESERVATION REVIEW COMMISSION
THURSDAY, JULY 27, 2017
3:00 p.m. (or soon thereafter)
Lihu'e Civic Center, Moikeha Building
MEETING ROOM #2A/2B
4444 Rice Street, Lihu'e, Kauai

RECEIVED

AGENDA

17 JUL 19 P4 26

OFFICE OF
THE COUNTY CLERK
COUNTY OF KAUAI

- A. CALL TO ORDER
- B. ROLL CALL
- C. APPROVAL OF THE AGENDA
- D. APPROVAL OF THE JUNE 22, 2017 MINUTES
- E. HEARINGS AND PUBLIC COMMENT - Individuals may orally testify on items on this agenda during the Public Comment Period. Please call the Planning Department prior to the meeting or notify Commission Staff at the meeting site. Testimony shall also be accepted when the agenda item is taken up by the Commission. However if an individual has already testified during this period, additional testimony at the agenda item testimony may be allowed at the discretion of the Chair. Testifiers shall limit their testimony to three (3) minutes, but may be extended longer at the discretion of the Chair. Written testimony is also accepted. An original and twelve (12) copies of written testimony can be hand delivered to the Planning Department or submitted to Commission Staff at the meeting site.
- F. ANNOUNCEMENTS AND GENERAL BUSINESS MATTERS
- G. COMMUNICATIONS
 1. Letter (6/26/2017) from Molly Ka'imi Summers, Hawaiian Studies, Kauai Community College requesting a letter support in support of the Pila Kikuchi Center, a center in which Pila's significant papers, documents, archaeological findings, and research materials will be housed and cared for, and made available as a resource for students, faculty, scholars, and community members.
- H. UNFINISHED BUSINESS
 1. Discussion on the status of the Certified Local Government.
- I. NEW BUSINESS
 1. National Historic Preservation Act, Section 106 Consultation Kūhiō Highway Resurfacing, Kapuna Road to Wailapa Road Hanalei District, Island of Kauai, Ahupuaa of Waiakalua, Pīla'a, and Waipake, Project No. 56C-02-15M
Tax Map Keys: (4)5-1-002, 004, 005, and 006

I. NEW BUSINESS (Continued)

2. Kūhiō Highway, Replacement of Hanamā'ulu (Kapaia) Stream Bridge
Federal-Aid Project No. BR-056-1(48)
Continuation of the consultation process pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (2006).
3. Appointment of investigative committee members (Permitted Interaction Group) to interact with the DOT on behalf of the KHPRC as a party to the Memorandum of Agreement for the Hanapēpē Bridge Replacement Project, Project No. HI STP SR50(1), Waimea District, Kauai Island, Koloa Ahupuaa, TMK: [4] 1-9-007: 001 Hanapepe Canal, [4] 1-9-007:013, [4] 1-9-007:034, [4] 1-9-007 Kaumualii Highway Right-of-Way, [4] 1-9-010:015, [4] 1-9-010:014, [4] 1-9-010:046, [4] 1-9-010:050, [4] 1-9-010 Kaumualii Highway Right-of-way.

J. COMMISSION EDUCATION COMMITTEE

1. List of upcoming educational opportunities for historic preservation training.

K. KAUAI HISTORIC RESOURCE INVENTORY UPDATE COMMITTEE

1. Update on the permitted interaction group (PIG) for updating the Kauai Historic Resource Inventory.

L. HISTORIC PRESERVATION PUBLICITY COMMITTEE

M. DATE AND AGENDA TOPICS (August 24, 2017)

N. ADJOURNMENT

EXECUTIVE SESSION: The Commission may go into an executive session on an agenda item for one of the permitted purposes listed in Section 92-5(a) Hawaii Revised Statutes ("H.R.S."), without noticing the executive session on the agenda where the executive session was not anticipated in advance. HRS Section 92-7(a). The executive session may only be held, however, upon an affirmative vote of two-thirds of the members present, which must also be the majority of the members to which the board is entitled. HRS Section 92-4. The reason for holding the executive session shall be publicly announced.

Note: Special accommodations and sign language interpreters are available upon request five (5) days prior to the meeting date, to the County Planning Department, 4444 Rice Street, Suite 473, Lihue, Hawaii 96766. Telephone: 241-4050.

KAUAI COUNTY HISTORIC PRESERVATION REVIEW COMMISSION
Mo'ikeha Building, Meeting Room 2A/2B

MINUTES

A regular meeting of the Kauai County Kauai Historic Preservation Review Commission (KHPRC) was held on July 27, 2017 in the Mo'ikeha Building, Meeting Room 2A/2B.

The following Commissioners were present: Chair Victoria Wichman; Vice-Chair Deatri Nakea; Althea Arinaga; Larry Chaffin Jr.; James Guerber; and Anne Schneider.

The following Commissioners were absent: Gerald Ida (excused); Stephen Long (excused)

The following staff members were present: Planning Department – Myles Hironaka; Deputy Planning Director Ka'aina Hull, Shanlee Jimenez; Office of the County Attorney – Deputy County Attorney Jodi Higuchi- Sayegusa; Boards and Commissions Office Staff – Administrator Paula Morikami, Commission Support Clerk Sandra Muragin.

CALL TO ORDER

The meeting was called to order at 3:01 p.m.

ROLL CALL

Deputy Planning Director Ka'aina Hull: Good afternoon Chair, members of the Commission. First order of the agenda is roll call. Commissioner Arinaga.

Ms. Arinaga: Present.

Mr. Hull: Commissioner Chaffin.

Mr. Chaffin Jr.: Here.

Mr. Hull: Commissioner Griffin, excuse me...old list. Commissioner Long is excused. Commissioner Nakea.

Ms. Nakea: Here.

Mr. Hull: Commissioner Schneider.

Ms. Schneider: Here.

Mr. Hull: Commissioner Ida is also excused. Commissioner Guerber.

Mr. Guerber: Here.

Mr. Hull: Chair Wichman.

Chair Wichman: Here.

Mr. Hull: You have a quorum Madame Chair.

APPROVAL OF THE AGENDA

Mr. Hull: The next agenda item is approval of the agenda.

Chair Wichman: Everybody has had a chance to look at the agenda? Can I get a movement [sic]?

Ms. Schneider: I make a motion that we approve the agenda.

Ms. Nakea: Second.

Chair Wichman: Any discussion? (None) Deatri or Anne? Any discussion? (None) All those in favor? (Unanimous voice vote) Any opposed? (None) The agenda is approved. Motion carried 6:0.

APPROVAL OF THE JUNE 22, 2017 MINUTES

Mr. Hull: Next on the agenda is approval of the June 22, 2017 KHPRC minutes.

Mr. Guerber: I move that we approve.

Ms. Schneider: I make a motion to second.

Chair Wichman: We have a motion and second. Commissioner Guerber and Commissioner Schneider made the second. Any discussion? (None) Time for a vote so all those in favor? (Unanimous voice vote) Any opposed? (None) So moved, thank you. Motion carried 6:0.

HEARINGS AND PUBLIC COMMENT

Mr. Hull: This agenda item is for those members of the public that would like to testify on any of the agenda items if you so desire at this time. The Chair does allow for testimony to occur at the specific agenda item as well. If there is any members of the public that would like to testify in the beginning, now is the time to do so. Seeing none.

ANNOUNCEMENTS AND GENERAL BUSINESS MATTERS

Mr. Hull: The Department has none at this time.

COMMUNICATIONS

1. Letter (6/26/17) from Molly Ka'imi Summers, Hawaiian Studies, Kaua'i Community College requesting a letter support in support of the Pila Kikuchi Center, a center in which Pila's significant papers, documents, archaeological findings, and research materials will be housed and cared for, and made available as a resource for students, faculty, scholars, and community members.

Mr. Hull: Second is the communications. If the Commission wants, the Department can read the letter for the record.

Mr. Chaffin Jr.: Is there a cost associated with it that would reflect on us?

Mr. Hull: The request is strictly for a letter of support. They are doing fund raising efforts, but the request for this body is for a letter of support.

Ms. Schneider: I make a motion that we send a letter of support for this application.

Ms. Nakea: I second.

Mr. Hull: On that note, the Department would open it up to see if there is any individual Commission member that would like to take on the responsibility of drafting that. The only reason I'm offering that is because I know some of you may be familiar with Pila (Kikuchi), he was a former KHPRC member. The Department can also draft that as well and provide it for you at the next meeting. I just wanted to open it up in case anybody in particular wanted to spearhead those efforts.

Chair Wichman: Any volunteers?

Ms. Schneider: I'll volunteer if you really need someone. I remember Pila.

Mr. Hull: No, it was only if you really wanted to, but the Department would have no problem doing it on our own as well.

Chair Wichman: Is there someone from the audience that wanted to speak on this? Okay, thank you. So we've had a motion to accept the support for the letter for Pila Kikuchi for the new center, the Pila Kikuchi Center. All those in favor? (Unanimous voice vote) Any opposed? (None) So move. Motion carried 6:0.

UNFINISHED BUSINESS

1. Discussion on the status of the Certified Local Government (CLG).

Mr. Hull: The next agenda item is the discussion on the status of the Certified Local Government. The Department is trans...well, as can be seen there is no individual from State Historic Preservation Division (SHPD) here today and it has been previously stated the Department doesn't anticipate any further attendance in the near future just given the lack of resources that department has. At the last meeting the Commission did take action to send a letter to SHPD to officially request their presence to discuss the CLG program in the future, and so we will be transmitting that letter shortly. On a side note, for the Certified Local Government program itself, I can state that last year the KHPRC did take action to apply for CLG funds for the nomination of the historic Hanapēpē Bridge to the State and National Regis...excuse me, just the State Register. The Department was awarded that CLG grant about 3-months ago, so we've gone through the process of doing the paperwork and the final stages of procurement to award that contract. Given the CLG's strict timeline the project has to be complete by September 30th. We anticipate hopefully securing the contract within the next few weeks so that the contract will have about a month to get the paperwork together and then submit it to the State Historic Preservation Review Commission. It's something this Commission has eagerly watched and members of the public from Hanapēpē have been very proud to be a part of. We can say that it's almost at the finish line, but not quite there yet and this is an update.

Lastly an announcement. The Department has been discussing with the body for a couple years now the desire to have an on staff person for you, to provide further guidance above and beyond me and Myles (Hironaka) fumbling. We did go out, as many of you are aware, for a position specifically for a preservation planner and ultimately did not receive any qualified applicants after being out on publication for approximately a year. Subsequent to that we have hired another individual within the Department's Long Range Division and that individual is also going to be part-time staffing this Commission. He will be your resource for guidance into the applications as they come before you. In the other commissions of the Planning Department services you have the Open Space Commission and the Planning Commission. Each of those commissions have a dedicated staff to them. You have been the last Commission that the Department serves that does not have a dedicated staff, but now we've got one. Our intent is, essentially if you look at your agenda item today, the way it's been operating since its inception was there's an agenda item, you have the proposal from the applicant before you, and discussion happens. Essentially with this body and quite frankly we rely on sometimes State Historic Preservation Division staff or expertise of Commissioners themselves to guide the discussion. Now that we have a dedicated staff member, we intend to have a report generated from the Department on each one of these applications that will do a historic preservation analysis. It will essentially help you. The Department does acknowledge that we are kind of untethered out here, we sometimes go into deep space 9. Essentially the way Planning Commission has a staff report for every single project that comes before it, you now and not necessarily the next meeting, we're working with this individual to get the program together for your reports. In the next few meetings we do anticipate all the agenda items having a staff report, with ultimately recommendations to you. You will have the final say in the action this body takes, but the staff reports will work as a measure to guide the discussions and keep in line with historic preservation. Without further ado, I just want to introduce you to Alex Wong, who is sitting with

Marie Williams. Alex if you want to come up. Alex is our newest member within the Long Range Division. He's been with the department for about a year working within our Special Management Area program. He has since transferred over to the Long Range Division for which part of his duties and responsibilities will be servicing this Commission. Alex, I don't know if you have a few words.

Planning Department Alex Wong: Aloha mai kākou. My name is Alex Wong. As Ka'āina said I did start out in regulatory. My main responsibilities included going over permit applications that were in SMA (Special Management Area) and coastal areas. I think having that background was a good primer to coming to this current job doing historic in addition to long range planning. If you'd like I could give a little bit of information about my academic background.

Mr. Chaffin Jr.: Briefly.

Mr. Wong: I was a double major at UC (University of California) Berkeley and graduated in 2010. One degree was in political economics, same as Deputy Director, and my second degree was in anthropology with a focus on bioarcheology. I must admit I'm not well versed in historical architecture, but if it comes to bones and human remains especially in the forensic context that's where my specialty is. However, I'm also currently working on a master's degree in GIS Geographic Information Systems and my first foray into that field was through archaeology. I worked as an archaeological technician for the forest service in eastern Nevada in a little town called Ely. That was my first introduction to National Register standards and requirements. I do have introductory level experience in terms of dealing with things that can be nominated for the National Register through that job.

Chair Wichman: Thank you. Sounds like you have a lot more experience than you're admitting.

Mr. Wong: Are there any other questions I can answer about myself.

Chair Wichman: Any questions? (None) Welcome onboard, we're happy to have you.

Mr. Wong: I'll try and work on a template with Ka'āina and Myles so that we can get a system going for how we go about the recommendations.

Chair Wichman: That would be very useful for our Commission. I appreciate that, thank you.

Mr. Wong: Aloha.

Mr. Hull: The last issue on the Certified Local Government. At the last meeting there were a couple documents that were requested, two meetings before. One of them was the Historic Preservation Review Commission roster with specific and areas of expertise each individual sits or capacity sits in, so you have that before you today. The other information that was requested, I'll circulate this a little bit later on the agenda, was a list of training and seminars. We will circulate that during the PIG (Permitted Interaction Group) educational committee section. The last one requested was a book for preservation that each Commissioner could work specifically off of. The Department is still trying to essentially create that book and we haven't come across

one book that just is the bible so to speak that everyone can refer to. There are an array of different things, when it comes to the fact that you have not just the Kaua'i County Code that formulates this body and gives you design review standards, but you also have HRS 6E which has their components as the National Preservation Act and the Secretary of Interior Standards. Within that you have all these different design criteria's for roofs, for windows, for an array of different things. When you have your orientation there's a large binder we give you that has multiple resources in it and the Department understands and is sympathetic to the fact that it's a lot of information and we're trying to see if we can synthesis it down to something a little more simplistic that is a little more accessible, readily accessible. We won't have it at the next meeting but we do anticipate myself, Alex and hopefully working a little bit more with SHPD on getting some type of package together for you that is easier and readily accessible. That's where that stands and that would be all for the discussion of CLG.

Chair Wichman: Thank you Ka'āina.

NEW BUSINESS

1. National Historic Preservation Act, Section 106 Consultation Kūhiō Highway Resurfacing, Kapuna Road to Wailapa Road Hanalei District, Island of Kaua'i, Ahupuaa of Waiakalua, Pīla'a and Waipake, Project No. 56C-02-15M
Tax Map Keys: (4)5-1-002, 004, 005, and 006

Chair Wichman: Do we have someone from the public to present?

Mr. Hull: My apologies, the note that was just given to me was that Larry Dill from DOT (Department of Transportation) is running a bit late. If we could perhaps....

Chair Wichman: Is he still here?

Unidentified Speaker: He went to the car, he'll be right in.

Mr. Hull: I guess we could table this.

Deputy County Attorney Jodi Higuchi-Savegusa: Just move it to the end of the agenda or directly after Kapaia Bridge. Technically we need a motion and a second.

Mr. Chaffin Jr.: I'll make that motion.

Chair Wichman: There's a motion to move I.I. to the end of New Business.

Ms. Arinaga: I'll second.

Chair Wichman: Second by Commissioner Arinaga. Any discussion? (None) He's here right now and we haven't voted on this. There's a motion on the floor.

Mr. Hull: Withdraw the motion.

Mr. Chaffin Jr.: I'll withdraw that motion.

Ms. Higuchi-Savegusa: Withdraw the second.

Ms. Arinaga: I'll withdraw the second.

Chair Wichman: Ms. Arinaga withdrew her second. Welcome Mr. Dill.

Unidentified Speaker: Thank you, good to be here.

Mr. Hull: So Larry, since you walked in the door the agenda item, the bulk of DOT discussion, is going to focus on the Kapaia Bridge replacement. But you also have a request for input from KHPRC concerning the Section 106 consultation for the Pīla'a and Waipake Road resurfacing project.

Department of Transportation Larry Dill: Correct. I didn't prepare to speak myself to speak on these projects and saw them on the agenda as I was getting ready for the other. I can describe to you, this project is one of our very standard resurfacing projects. We go in, mill out the top inch and a half of the existing asphalt and we replace it. All the work happens within the right-of-way. We'll go in and mill out the top surface of the asphalt; we put it back with a new asphalt course on top of that; replace the pavement markings; put in rumble strips; and clean the drains and replace signs that need to be replaced. This is a pretty standard run of the mill project for us. Everything happens within the existing right-of-way, within the area that has already been disturbed. We come to solicit your input for these projects as part of our process.

Ms. Schneider: It needs to be done, I just drove over there.

Mr. Dill: It needs to be done, I agree.

Chair Wichman: And there will be no widening of the road, it's just completely the exact same track, right?

Mr. Dill: Correct.

Chair Wichman: Did you have a presentation for this?

Mr. Dill: Not for this one. That was my presentation.

Chair Wichman: Oh, okay.

Mr. Hull: For the Commission's own edification DOT is required to come before you on the (Section) 106 process because the project has federal funds attached to it. Essentially what they're doing is resurfacing the existing roadway, not expanding beyond it. In their consultation research work process they have not found any historic or archaeological sites within the existing

paved area. The question that remains before you as Commissioners, are you aware of any archaeological or historical sites that since their previous work in this road area have been found? The Department is not aware of any but it's part of the consultation process.

Ms. Schneider: It's just within the Waipake subdivision, there was, but they're not going outside of the road.

Mr. Guerber: So let me move that we approve this.

Chair Wichman: Commissioner Guerber has moved that we receive.

Ms. Higuchi-Sayegusa: It was approved but it could just be a receiving unless you have any comments or anything else to contribute to the project.

Mr. Guerber: Receive or approve, I'll move that we do one of those.

Ms. Schneider: I'll second.

Ms. Higuchi-Sayegusa: So maybe just clarify....

Mr. Guerber: Receive.

Chair Wichman: We have a receive from Commissioner Guerber and a second from Commissioner Schneider. Any discussion? (None) All those in favor? (Unanimous voice vote) Any opposed? (None) So moved. Motion carried 6:0.

Mr. Dill: Thank you. I would point out that our last paragraph says that we would appreciate a written response. If you can get us one for our file that would be terrific to close the loop on this. Thank you.

**2. Kūhiō Highway, Replacement of Hanamā'ulu (Kapaia) Stream Bridge
Federal-Aid Project No. BR-056-1(48)
Continuation of the consultation process pursuant to Section 106 of the National
Historic Preservation Act (NHPA) of 1966, as amended (2006).**

Mr. Hull: The applicant is again Larry Dill and I believe they have a presentation.

Mr. Dill: Yes I do. Good afternoon Commissioners, again thank you for your time. My name again is Larry Dill, for the record I'm the District Engineer of the Kaua'i District State Highways of the Hawai'i Department of Transportation. Also with me today are consultants from Cultural Surveys Hawai'i and Wilson Okamoto (Corporation). If there's any technical questions that I need their assistance they're here and available to answer any questions you may have. We were here before you in 2015. I think at the time our project was at a very early stage and we were basically introducing you to the project. We're back here now with the request of the

Commission as part of the (Section) 106 process to give you an update and tell you about where we are with the project.

Mr. Dill presented a power point presentation to the Commission.

In a nutshell the State of Hawai'i Department of Transportation is proposing to replace the existing Kapaia Bridge in Kapaia, in Hanamā'ulu. The bridge is located on Kūhiō Highway in the Kapaia, Hanamā'ulu area. According to the Hawai'i State Historic Bridge Inventory & Evaluation, which was completed in November 2013, the bridge is eligible but not listed on the National or Hawai'i Register's. The bridge does perform an important transportation link to and from the greater Līhu'e region carrying approximately 17,000 vehicles per day. Here's our location map to show you where that bridge is down in the valley. It expands Kapaia Stream down there under Kūhiō Highway as the highway curves and you can see the curve in the highway.

A little background. We did have a community meeting back in July of 2015 to review and discuss some design alternatives and made an initial presentation to this body at its August 6, 2015 meeting. As I mentioned we probably gave some general information. You may recall a fellow with a strong Kentucky accent, Mr. John Smith. He gave the presentation and he is now employed out of our Hawai'i district office on the Big Island, still serving the DOT but over there at the other end of the island chain. At that time my understanding is the Commission requested the DOT return at a future date as more information on the project becomes available and here we are today. Also there was some early consultation done for the draft EA (Environmental Assessment) and that was done in late 2016. The draft EA was prepared following a public review and comment period at a second community meeting held in February, earlier this year. We published the final Environmental Assessment in April 23, 2017 incorporating all the comments that we received from the (inaudible) the draft Environmental Assessment. The Section 106 process is referred to earlier as relating to the National Historic Preservation Act is still in progress and for that reason we are today here seeking input from the KHPRC regarding the bridge project based on the updated information we have to present to you today.

The existing bridge that's out there, the Kapaia Bridge is a three-span concrete bridge constructed in 1933. The bridge is approximately 30 feet wide and it's about 157 feet long as the alignment curves over the Hanamā'ulu River and it's also referred to as Kapaia Stream. I'm not sure actually what the correct terminology is. As you're driving towards Hanamā'ulu, Kūhiō Highway rises approximately 30 feet from the Maalo Road intersection to the Kapaia Road intersection as you cross the bridge. The existing bridge has two 11 foot lanes and there are narrow shoulders of about 2-1/2 feet on each side of the 11 foot lanes currently. Again, the existing bridge has parapet walls that are curved as they follow the alignment and they're paneled with a sloped cap. The concrete piers that support the bridge, they are also paneled and you're probably aware that there's a county water main attached to the makai side of the bridge and a county sewer main attached to the mauka side of the bridge.

Mr. Chaffin Jr.: I have a question on those two lines. Are they clearly marked so that someone doesn't get confused between the sewer and the water?

Mr. Dill: To the layman I don't believe they are. But the folks who own and maintain those, the County Waste Water Division of Public Works and the County Water Department are very familiar with those and they won't have a problem identifying which is which. To a layman, I don't think a layman would know the difference. I don't really see that as an issue. When you get to the pictures and you're probably aware these things are hanging on the side of the bridge, so they're elevated up in the air. The ordinary person would have no reason to ever go near or try to do any work on those things. It's only going to be what I refer to as the experts that are going to be going near those and they know.

Mr. Chaffin Jr.: They know, hopefully.

Mr. Dill: The interior spans are supported by pier walls on spread footings and I have some pictures and I'll show you what that is all about. The abutments are supported on concrete piles. So this is a typical section of the existing bridge configuration. Again there are two 11 foot lanes and about a 2-1/2 foot shoulder and another 1-1/2 on each side which allows for those parapet walls. You can see the highway is super elevated through this stretch, which means instead of our typical crown cross section the whole thing is tilted to one side because of the curve that I referred to early to help accommodate the traffic going through that section of the highway. It shows on either side the 2 foot diameter existing water main on the right, 2 foot diameter existing sanitary sewer on the left side. This is actually a portion of the old bridge plans, so I can point out some of the things I was talking about. Here are the piers 1 and 2, and here's sort of an elevation view of the two piers. This is the paneling I was talking about in each of those piers and these are each sitting on what we refer to as a spread footing. Just kind of sits on the ground and spreads out the load underneath, compacted soil underneath. The bridge is also supported on either end by abutments, there's one here and one here and again, in perspective view, here's an abutment and here's an abutment. They are supported on these which are called piles that get driven down into the ground. There's seven at either end. There's abutments on piles at either end and a pier sitting on a spread footing, two of them within the bridge. So that's the existing Kapaia Bridge and this picture showing the same thing. You can see the existing piers with the panels. You can also see in here running along the side, the existing, and I can't remember if that's the water or the sewer main, but this is the makai side of the bridge. This is from different views showing the same side of the bridge and then showing the utility line, water or sewer main, running along the side. You see a little bit of the piers right here. You can make out on this side the paneling that exist on the existing parapet wall on that side, matched on the other side. Another view of the bridge. This shows you how narrow the shoulders are here, 2-1/2 feet and I'll get into this little more later but not many provisions here for safe accommodations for bicycles or pedestrians.

Purpose and need for the project. Whenever we identify a project and its going to be federally funded we want to start by identifying what is the purpose and need for this project. For Kapaia Bridge there are structural concerns and the bridge is functionally obsolete. Elaborating a little bit on that, based on bridge inspections because we're required to inspect our bridges at a minimum bi-annually, every 2-years, based on those inspections there's concerns about the integrity of the structure. The bridge is showing signs of age and deterioration that comes in the form of cracks on the bridge and of spalling, which is portions of the concrete coming loose and falling away and it can often expose the rebar underneath. The rebar becomes exposed and it

begins to corrode and deteriorate and loses its strength. The bridge is showing signs of those things. According to the National Bridge Inspection Standards they rate the bridge a 4 on a scale of 0 to 9, 9 being excellent and 0 being failed and beyond corrective action. Four is considered poor condition, it shows advance section loss. That's the loss of the concrete deterioration and scour, that's down and around in the stream area around the bottom of the piers. Also areas of extensive honeycombing which is what happens to concrete as it deteriorates, and numerous locations with exposed reinforcement, that's the rebar, the steel inside that comes exposed and becomes subject to corrosion from the environment. The bridge was originally designed for two 15 ton trucks, as opposed to our current criteria. The state legal load for bridges is 44 tons, so you can see it's quite a bit of difference between the design then and today. It was designed for less than what it's considered to be the current state legal load for highways. It's also considered functionally obsolete in that it lacks adequate shoulders and/or any accommodations for bicycles and pedestrians. I mentioned that this particular location is included in the statewide bicycle and pedestrian masterplans for inclusion of facilities to accommodate pedestrian to walk along Kūhiō Highway. Right now there's no safe accommodation in this area. The existing approach guardrail ends do not meet currently accepted traffic safety standards and our plan is to update those to meet the current criteria. So in a nutshell we plan to upgrade the structural integrity of the bridge and address the geometric deficiencies and design the bridge to meet the current truck loading codes.

Cultural resources. We of course did during an investigation with regards to cultural resources. Our Archaeological Inventory Survey revealed 11 cultural resources in the area. They are historic and indeterminate in age, most likely associated with sugar plantation and plantation camps and all of those sights have been researched and documented in the Archaeological Inventory Survey.

Project alternatives. Of course we always look at the no-action alternative as one of our required to look at. In this situation of course doing nothing doesn't meet purpose and need, so it didn't take us very long to discard that alternative. We also have to look at the alignment of the bridge. The alignments we looked at were three, the existing alignment versus the mauka alignment and also a makai alignment, so look at three of those. Regarding the bridge span, you remember that the existing bridge is a three-span bridge, it's got two piers so basically it exists with three-spans. We looked at practical and today's day and age and single-span bridge, a two-span bridge, and the scope of the project. We looked at what we could do to widen and rehabilitate the existing bridge versus a total replacement of the existing bridge. So getting into those particulars a little further regarding alignment. About the alignment, if you're familiar with the area there are significant hillsides on the mauka side. A mauka alignment would have required some significant excavation of those existing hillsides and would have had the most environmental and cost impacts. A makai alignment, down the valley there's a home not too far from that existing bridge and so obviously we would have to move that residence in order to make the makai alignment work. We had a significant conflict there with an existing structure that was somebody's home. Looking at the existing alignment because it's along the existing alignment, that would minimize environmental impacts and impacts to existing structures. It would minimize cost for us and also provides the smoothest alignment for best drivability because moving it mauka or makai it would have introduced sharper curves and kinks in the road that drivers would have had to negotiate. Keeping it along the current alignment provided the best

solution from a drivability standpoint. Regarding the spans, use of the single-span bridge versus a two-span bridge provides improved hydraulic efficiency and minimizes environmental impacts in the streambed. What that means is they can see this shows a proposal for a single-span bridge all the way from one existing abutment to the next existing abutment. Right now we have two piers in the stream, somewhat like that. A single-span would generally be more or less centrally located than that. That would mean that pier would be in the middle of the stream and that means it would have an impact on the capacity of that stream to carry, say flood waters and increase flood waters, compared to a no-span of course which gives you the most free flow available of waters, so the best hydraulic efficiency. Also environmental impacts in the streambeds because you don't have to go down there and build a new pier so it minimizes the amount of construction that we have to do down in the stream bed.

The scope of the bridge. We did look at what it would take to address this bridge by widening the existing bridge and strengthening the existing bridge, rehabilitating it. To restore the structural integrity of the bridge and bring it up to current standards we would have had to add additional girders which would not match the existing T-beams. Those T-beams are part of that historic character of the bridge, but it wouldn't have been possible to match those because of the way those girders are designed. They would have been different and you'll see in a future slide here what those girders are looking like in our proposal, they wouldn't have matched. If we widen that deck, remember part of the problem with this bridge, it is functionally obsolete and it doesn't provide any accommodations for bicycles or pedestrians. To widen that existing deck would mean we would have to remove almost the entire existing deck. Because of the age related deterioration it would have to be replaced anyway because of the condition that it is in. Because the bridge is proposed to be widened, the existing capped concrete parapet would need to be replaced to meet current crash tested requirements. That entire parapet wall would have to be replaced anyway because it doesn't meet our current requirements. Those railings must be crash tested and meet national standards for vehicles, pedestrians, and bicycles. Finally, since the bridge is already 84 years old it would be reasonable to expect no more than 50 years, and I would think if that, of usable life in the bridge if we took this approach. You'd have a lot of old parts of the bridge mixing with new parts, very difficult to get a rehabilitated bridge like this to match the proposed life for an entirely brand new bridge. The estimated cost would be comparable to the cost of replacement structure in the end as well. Based on the analysis of all those alternatives our frugal alternative is a single-span replacement bridge along the existing alignment, that's our preferred alternative.

For this project now a new right-of-way would not be required for the bridge because it's along the existing alignment, but in order to construct it we would need to construct a mauka by-pass bridge which would require about 12,000 square feet of temporary right-of-way during construction and I'll get into that a little more later. A single-span bridge would likely require a temporary intermediate pier during construction in proximity to the river so we would have a temporary intermediate pier that goes on to support the construction sequencing. Hydraulic efficiency would be improved by removal of the two existing large pier walls that exist there today. Replacement railings will be reconstructed with the historical theme so it will match the existing railings, but would meet the current crash testing standards.

Here's a typical section showing the proposal. The lanes existing are 11 feet. We are showing...this is right out of our draft EA, it shows an 11 or 12 foot lane for the proposal and we would likely go with an 11 foot lane. On each side we got a 5 or 6 foot bike lane and a 5 or 6 foot sidewalk. I imagine what we would end up with is an 11 foot lane with a 5 foot bike lane and 5 foot sidewalk and probably another 18 inches or so on either side. So the dimensions I gave you, if you take the minimum dimensions, it would be at 42 feet wide plus 3, so a 45 foot wide bridge as compared to the existing bridge, if you recall, is a 30 foot bridge, out to out. So it would be 15 feet wider or 7-1/2 feet wider on either side of the existing bridge.

I mentioned the mauka bypass, or mauka detour, or actually the mauka diversion bridge because it's going to divert traffic during construction. We're proposing to put it on the mauka side because the existing house is right about here and we don't want to impact that residence. This diversion would involve tight S curve roadways. Remember I did talk about the mauka alternative as one of the permanent options we looked at. In order to build this for a permanent bridge those S curves would be much larger radius curves and a lot more construction. Since this is temporary we're going to have tighter curves, we're going to slow down traffic during construction but it's not something we want to do on a long term basis. Long term we want to keep the traffic moving through here. If we were to do a mauka permanent bridge it would be a much larger radius on these curves here, and these curves here, which would push this bridge out a lot more along something like this to make it work which is why that option for a permanent alternative was discarded. As you know, the mauka area consists of steep slopes and heavy vegetation and to help minimize cost a longer two-span bridge with an intermediate pier is planned. Maintaining this alignment keeps a significant distance away as much as possible from existing residences.

In summary, Kapaia Bridge provides an important transportation link to and from the greater Lihu'e region considered eligible for the National Register of Historic Places. The existing bridge is structurally deficient and functionally obsolete as alternative transportation modes like walking and cycling are not addressed. A single-span replacement bridge along the existing alignment is the preferred alternative with a temporary mauka diversion bridge during construction. That ends our formal presentation and I'll be happy to take any question.

Ms. Schneider: Larry, in the single-span bridge is the deck going to be deeper than it would have been with the two piers?

Mr. Dill: You mean thicker?

Ms. Schneider: Yes

Mr. Dill: I believe that's a yes. You know the answer to that question Milton? I believe that because you have to beef up the span. I imagine it would be a thicker deck with bigger girders.

Ms. Schneider: And you're going to remove the (inaudible).

Mr. Dill: Correct.

Ms. Schneider: And it's a problem with doing that, in terms of it's in the river?

Mr. Dill: Well it will just be one of the construction challenges they'll have to face in doing the bridge, but that's all been addressed in the proposal we're doing.

Mr. Chaffin Jr.: I have a question. Is there any signage proposed at the start of this situation indicating that there could be problems or are people just going to barge into it.

Mr. Dill: You mean during construction?

Mr. Chaffin Jr.: Prior to construction and during construction.

Mr. Dill: Yes, absolutely. In fact you notice our bridge project we have going on just west of the tree tunnel, if you noticed bridge 70, there was signage. I am more than happy to hear if you have any concerns about the adequacy or not of the signage that was provided, but everything there posted so traffic is going to dissipate this bridge project. So we'll do the same thing.

Chair Wichman: Any other questions? I have a question about the temporary bridge. I am sure that Cultural Surveys has done a survey of this area and so there's no impacts, archaeological or historical?

Mr. Dill: They're here, so they can answer that. But they did do an Archaeological Inventory Survey, identified 11 sites and documented all those 11 sites.

Chair Wichman: None of those would be impacted?

Mr. Dill: They will be impacted by the project.

Chair Wichman: They will be impacted.

Mr. Dill: Yes, yes. If you'd like to hear more I can ask Cultural Surveys to come up.

Ms. Arinanga: I'd like to add on. If it will be impacted then what happens? You said it will be impacted.

Mr. Dill: Yes.

Ms. Arinanga: So what are the plans?

Mr. Dill: In a situation like this, the plan is to document. Documenting those sites is the mitigation.

Chair Wichman: Documenting and recovery, right? So it's just whatever's there you're just...

Mr. Dill: I don't believe there's any plan for recovery right now. But can I ask Cultural Surveys...

Cultural Surveys Hawai'i Project Manager, William Folk: Hello, my name is Bill Folk, I work with Cultural Surveys Hawai'i. The archaeological sites in this portion of the valley are all to the best of our knowledge related to plantation agriculture. They're small rock terraces, couple of rocks high, maybe 6, 8 or 10 feet long helping to hold up the side of an embankment where road might be and some ditch features that moved the water for the old sugar plantation water control processes. We've documented them by mapping them, photographing them, and describing them in our inventory survey report. We don't have any further recommendations of documentation for them. We don't recommend any further work for the archaeological site and those would need to be destroyed for the construction of the bridge. We don't see that as an issue however SHPD, to the best of our knowledge, has not been consulted, has not approved the inventory survey report. I'm not sure, I believe HDOT submitted it to them but I don't have documentation right now to provide, to say they've accepted the report and agree with that recommendation. But our recommendation for the archaeological sites or historic properties is no further work.

Mr. Dill: I believe we submitted it to them in December of last year. Yes, December of last year, so we haven't gotten a response from them.

Unidentified speaker: (inaudible)

Chair Wichman: Right, we understand that challenge.

Mr. Folk: In that case we would be waiting for them to provide review comments on the report and that typically may change the status of one of the historical properties. In the manner that they might say we want you to record this, or save it, and then it would just have to become part of the engineering design to avoid those things. We believe that's unlikely for these particular types of historic properties that are in the gulch within the project area. They may ask for monitoring, so that gives some of these historic properties going to be impacted, like dug through or dug up, we would then have an opportunity to do additional below surface work on these properties by documenting it in cross sections and perhaps taking some kinds of soil deposits or whatever might be available for dating. At present there's no indication that there's anything there other than plantation era water control features that are fragmented and obviously not in use anymore. That's the status of the Archeological Inventory Survey.

Mr. Guerber: In the plantation era what was there? Was there a camp there? Were people living there or was it just water diversion and retaining walls?

Mr. Folk: There's no records that we have found of any kind of a camp. Hanamā'ulu was the camp but it was not in the gulch. It's where Hanamā'ulu is today. The water control is basically ditches, culverts for their roads where they crossed Kapaia Stream to get from one field to another, and possibly moving some water from reservoirs upstream up into the fields. But again they are very fragmented and so tracing them outside of the project area is not useful, although if we needed to we could possibly retrieve some of the sugar company's older maps. To date we haven't been real successful with that, although we have tried. It's mostly water control for the fields and water diversion or culverts under their roads for the operation of the sugar plantation.

Chair Wichman: Commissioner Arinaga.

Ms. Arinaga: Do you have any photographs to share of these sites?

Mr. Folk: We do. Would you like me to pass this around?

Ms. Arinaga: That would be great.

Mr. Folk: May I do that?

Chair Wichman: Mr. Folk, I also have a question, you said you did a surface survey and photos, basically it's all surface work that you've done, right?

Mr. Folk: Well we did some individual subsurface testing as well but mostly with shovels and in the vicinity of some of the sights too, those that we might have had questions about. We do have some excavation for testing and it shows just the standard more the basic sea horizon soils there, mostly they're reddish brown clay loams. Nothing, no buried A horizons or cultural materials other than the actual rock type structures themselves, which are as I said typically like a bullwork, or buttressing, or embankment. You build a couple of stones high to keep the dirt level behind it so you can park your truck or your car over there that type of structure.

Chair Wichman: Thank you. Any other questions?

Ms. Arinaga: One more question. I know the town of Hanamā'ulu has been very, they've been working on preserving their historical area. Were there any opportunities for the residents to provide input of these sights?

Mr. Folk: Well, on those sights specifically there was. We had a (Section) 106 meeting a few months ago, maybe a little longer than that in the community center in Hanamā'ulu.

Mr. Dill: At King Kaumuali'i School.

Ms. Arinaga: Was there any interest in preserving anything?

Mr. Folk: Not really, very little. Most of the interest was on whether or not they were going to block the bridge to build a new one and the sewer pipe issues, that kind of thing.

Ms. Arinaga: Thank you.

Mr. Hull: Chair, the Department has a couple of questions.

Chair Wichman: Yes.

Mr. Hull: Larry, the SHPD comments didn't come in for the 11 cultural resources in potential impact but do you have SHPD on replacement of the bridge at all?

Mr. Dill: I don't think we received SHPD on anything.

Mr. Hull: Okay. Then the proposal right now.....

Mr. Dill: I don't want to throw SHPD under the bus, they lost their Kaua'i person...

Mr. Hull: We understand the proposal right now is a replacement bridge that is a significant departure from the original design. In particular among other things it's going to the single-span as opposed to the double-span and the primary purpose is to mitigate environmental impacts.

Mr. Dill: And to improve the hydraulic efficiency of the stream. If there's a big flood, remember the flood that we had...when was that? A few years ago? There was a lot of water that came down, it brought a lot of debris. A lot of the debris hung up under the bridge and so the more clear we keep that bridge the safer it is basically.

Mr. Hull: The, maybe you did it but I missed it, the railing or lattice work, is it going to be similar in nature too?

Mr. Dill: There's no lattice work. There are those parapet walls that are paneled and they will be paneled in a similar manner and it will have the same sort of cap on top.

Mr. Hull: The last question I have is, what 343 document do you do? Is it an EIS (Environmental Impact Statement) or EA?

Mr. Dill: EA.

Mr. Hull: Okay so the question I have, I don't know if you can answer right now is, if this is under (HRS) 6E historic structure, being that it's over 80, over 50 years old and also eligible for the National Registry, how did you conclude to a finding of no significant impact when you're removing a historic structure?

Mr. Dill: I am going to defer to Milton, if you can speak for that question.

Unidentified Speaker: As far as...

Chair Wichman: Excuse me, please state your name for the record.

Wilson Okamoto Corporation Milton Arakawa: My name is Milton Arakawa. I'm with Wilson Okamoto Corporation and we were the firm that did the Environmental Assessment for the state. As far as any kind of contact with SHPD it's not like nothing has occurred. As you know when you do any kind of project we still have to get approval from SHPD on the area of potential affect. So the project information was circulated to them and they're aware of the project. They gave us approval to do that for the area of potential affect and on that basis we went out and solicited comments from the community. We had two Section 106 meetings with the community and submitted the Archaeological Inventory Survey to SHPD back in December and we haven't

received a final concurrence from SHPD at this point. Up to this point we have not received any other comments from SHPD to the contrary.

Mr. Hull: Thanks.

Chair Wichman: Any questions from the Commissioners? Thank you.

Mr. Hull: To that point Commissioner, if you want to wait for SHPD's input I think it's your prerogative. As Mr. Dill pointed out, as we've become well aware they've lost not only Mary Jane but Anna as well, their resources are severely lacking. Whether or not we will get something back from them, it will remain to be seen.

Mr. Dill: I understand and appreciate it would be better if we had comments from SHPD at this point. From our perspective we want to move forward with our project, so I'd appreciate anything you can do for us.

Chair Wichman: I understand they only have, they have limited time, then you can bypass that.

Mr. Dill: And we're well beyond that limited time.

Chair Wichman: Right, exactly.

Mr. Dill: We haven't always pulled the trigger on that limited time. We try to work with them.

Chair Wichman: Absolutely.

Mr. Dill: Understanding the situation.

Chair Wichman: We understand the situation with SHPD, but for this Commission...

Ms. Higuchi-Sayegusa: Perhaps we can get the point of a motion and then we can have discussion.

Chair Wichman: Okay. Commissioners, any other...

Mr. Dill: Can we add a little more to that discussion?

Chair Wichman: Yes, please.

Mr. Folk: I just wanted to try to give a little more clarity to SHPD's rules and regulations. They are working diligently to get their backlog up and they do have new personnel working. That may be something that could come fairly quickly. It's a fairly typical review of an inventory survey and their comments would probably at the most be additional work during the construction of the bridge, such as archaeological monitoring and that sort of support. In terms of your question about its eligibility, pretty much any historic property today in the regulations through the federal and through (HRS) 6E in the state, if it's a historic property and it's

identified, its eligibility to the State or National Register is basically covers all historic properties. Once it's found in the field and it's identified as a historic property, being something that's older than 50 years old, in this case archaeology, then a significance is assigned to it. The significance is related to the A, B, C, D that you see in the state and federal regulations. This is trying to identify what kind of significance does it has. In this case the significance is that we're assigning to these and we anticipate that SHPD will agree with is that it's of the lowest category, which means it's important in the sense that it provides information to elements of our history or being our community over the many years. That automatically makes it eligible to be nominated. Once you get beyond the significance than you have to determine its eligibility. If it's eligible than we have things like the bridge itself that the architectural branch of the State Historic Preservation Division and the Federal Highways and the Advisory Council for Historic Preservation in the federal level that's more appropriate type of historic property to be actually nominated, to be reviewed for eligibility. Whereas a few stones from a plantation ditch or culvert under an old plantation road, the likelihood of that actually ever being assigned an eligibility level that would make it an appropriate thing to nominate to the National or State Registers are extremely low.

Ms. Schneider: Our one concern is with the bridge.

Mr. Hull: Yes, I think those comments are well taken. Commissioner Schneider's point, the concern with the eligibility wasn't with the 11 cultural sights, it was more specifically with the fact that the bridge is eligible and how essentially did the DOT come to the FONSI finding of no significant impact on a historic structure that is going to be demolished. Of course SHPD says indeed photo documentation is a mitigated measure enough to constitute no significance. It was just a question to make sure all basis were covered.

Mr. Dill: If I can add on to that too...

Mr. Folk: Good, because now you've stepped beyond my qualifications.

Ms. Schneider: We would all be more comfortable if we had some comments from SHPD.

Mr. Folk: Yes, they should be the architectural (inaudible).

Chair Wichman: Thank you Mr. Folk.

Mr. Dill: As I mentioned in one of the slides...from slide number 2, "*According to Hawai'i State Historic Bridge Inventory and Evaluation (November 2013), is Eligible, but not listed on the National or Hawai'i Registers*", so that's a huge page out of a document that's pertinent to the Kapaia Bridge because it's a statewide inventory. This bridge eligibility status is eligible but they are different, it's not just a yes or no on the eligibility status. A highest rating is a high preservation value bridge which is identified as having unique or exemplary characteristics of a bridge side that exhibits high end degrees of historic integrity. A bridge like that would probably not end up in a FONSI, it almost definitely wouldn't be there because its eligible and it sort of meets the minimum criteria for consideration to be nominated. That's significantly different from a bridge of high preservation value that's been identified as high preservation value. This

bridge, and they've defined eligible in this document as not unique or the best example of the type, but may become a rare example of a bridge type in the future and or reflects the characteristics of its bridge type. I don't know if that helped to explain but it's not considered a high preservation value bridge which would likely not result in a FONSI determination in an Environmental Assessment. Does that help?

Mr. Hull: Yes, it does to the point, even eligibility aside, even (HRS) 6E with the nonresidential over 50 years old. You still have the historical classification and I think the concern being if SHPD weighed in during the 343 process and you got at least some guidance that indeed...do you do documentation? Yes, so the documentation, if the guidance is the documentation, is a mitigating measure, that negates significant impact to historic structure then I think we could rest easy. But I think there's a little leeway as far as is this body supposed to sign off of it as well without that official guidance of SHPD.

Mr. Dill: Yes understood.

Hawai'i Department of Transportation Fred Reyes: Fred Reyes, I work with Larry Dill here at HDOT Kaua'i. I think the minimum we would do would be HAER (Historical American Engineering Record) documentation. I think pretty much certain we would do that. I do have an inventory form from our State Historic Bridge Inventory if you're interested for this particular bridge. I'll pass this on.

Mr. Dill: We will be doing an HAER report for this bridge, it will be documented.

Mr. Chaffin Jr.: I would just like to double my concern. On one side of the bridge is a pipe that has water, on the other side is a pipe that has sewer. I am just concerned that someone doesn't get them confused. Are there some designations on one or both on what they contain?

Mr. Dill: They're not labeled.

Mr. Reyes: I believe they're both (inaudible). That would be up to the County if they wanted to label.

Mr. Dill: Right.

Mr. Chaffin Jr.: Well that's a major concern in my mind.

Mr. Dill: Okay.

Ms. Higuchi-Sayegusa: Just to remind us all. We're all, we're advising or helping, assisting the state in fulfilling its historic preservation duties and so if there's concern on aesthetic, designs or architecture than I would say that sort of within the realm on this body.

Mr. Chaffin Jr.: I'm concerned what is in that, in those two pipes...

Mr. Guerber: Or them getting crossed.

Mr. Chaffin Jr.: Yes, or someone....

Mr. Guerber: I don't think that's our purview. That's kind of a utility question. When you're saying, when they're rebuilding the road that they don't get the pipes crossed.

Mr. Chaffin Jr.: No, someone doesn't by accident get the sewer line hooked up to the water line the possibility of that, and maybe it's not our purview.

Chair Wichman: No, it's not really. What we're looking at is the historical aspects of this bridge and it says it is designated as a criteria C and there is some concern about the uniqueness of this bridge. Mr. Dill did mention that in the future it might be more important as well because there are not that many bridges built this way. This is going to be a complete demolition, right? So no more.

Mr. Guerber: Larry, how rare is the architecture of this bridge?

Mr. Dill: Well there are other examples of this type of bridge, how many I don't know. Do you have any ideas on the numbers?

Mr. Hull: I am going to ask this for recordation purposes if you can come to the microphone.

Mr. Arakawa: Milton Arakawa. As far as the Kapaia Bridge, Larry mentioned it was part of the Historic Bridge Inventory Study which was done. These are all the historic bridges statewide. Kapaia Bridge is fairly common for the type of bridge that was built in the 1930's. It's concrete T-beam type of bridge. It's not a unique case where it's like one of a kind type of construction.

Chair Wichman: Okay, thank you. Any questions from the Commissioners?

Ms. Schneider: Do we have time to wait for the state to give us their recommendation or do we need to act now?

Mr. Hull: It's at your discretion. I think you can ask the applicant what their timelines are.

Ms. Schneider: Would we be holding you up terribly if we wait for the (inaudible).

Mr. Dill: Yes. We are getting into a time crunch with our funding, I believe by October, I think it's October. This is a federally funded project. We have to finish the right-of-way work that's only a couple of months and this is one of the factors we need to get done. I should have mentioned earlier this will be recorded in the HAER report, so it will be well documented before this bridge is taken down. I can't speak for SHPD, but I am pretty sure if this bridge was a concern for SHPD in what we're doing they would have responded by now. That's speculation on my part.

Chair Wichman: Yes and is this bridge a safety hazard as it is?

Mr. Dill: I won't say it's a safety hazard. I will say it's a concern because of the conditions I noted structurally. Also with the original design, the original design was not built or designed for the loads we have on our highways today. Obviously we don't want to wait for the bridge to fall down before it becomes a safety hazard, but it's a concern for us.

Chair Wichman: Thank you. Any other questions?

Mr. Guerber: So our job is to think about archaeology and architecture.

Chair Wichman: Yes.

Mr. Guerber: We need to judge on those two criteria and I think we've seen that there's no archaeological, that we can tell, there's no archaeological evidence that there's anything to preserve here. You might discover something in your excavation, I am sure you'll stop it and do something about that. The other one is the architecture part. I think we needed to concentrate on that and make a decision today whether it's really architecturally worthy of preservation. I think we should let them go ahead with the project.

Mr. Hull: Just for discussion purposes, the Commission has been getting used to when applications come before you. You are an advisory body either to the Planning Department or to the Planning Commission in their actions. The Department has made the moves and adjustments as why we have such rigorous parliamentary procedures today is because we have begun mandating your recommendations as a condition of approval on zoning permits at the Planning Department level and recommending it to the Planning Commission level. That's where your comments generally stand and I have to say for this particular application you don't have that same leverage with the Planning Department because they're, not because of DOT but because they're in a roadway that doesn't have zoning. There is no zoning permit for this application so we don't have the proverbial stick over Larry on this one. If Larry was coming in to do something on a structure like say he was moving DOT operations into the Kaua'i Museum, indeed we would have a zoning permit, and he wanted to make alterations. The zoning permit, he would have to adhere to on the standards. Under this particular proposal before you wherever you go, I just want to lay out there the Department can't mandate anything on this particular proposal and your comments in this situation will be advisory to Larry and his staff.

Ms. Schneider: Who can we request (inaudible)?

Mr. Dill: Certainly.

Chair Wichman: Commissioner Arinaga.

Ms. Arinaga: I have a question. If you don't hear from SHPD do you just continue and move on?

Mr. Dill: Ultimately, yes.

Chair Wichman: Yes, that is part of the rules.

Mr. Dill: Actually we should have already (inaudible).

Ms. Nakea: So I've gone back and forth in my thinking during the course of this presentation and discussion and one of the comments you said you think that if they had, SHPD, had real reservations you would have heard by now? You did say that, right?

Mr. Dill: I believe that.

Ms. Nakea: I'll go with you on that, right, right. Also that the bridge is not very unique and then there's the part about if we restore it, the prediction is that it's going to be good for 50 years and will cost as much as building a whole new bridge. I'm now leaning towards we should just go with the go ahead. I just wanted to explain my thinking. Is now a good time to do that?

Mr. Hull: Yes, if you are looking to making a motion, being two Commissioners have already voiced desire to move ahead with it. The Department would recommend any motion for approval also be contingent upon meeting any additional standards and if SHPD provides additional requirements that they meet those requirements as well.

Ms. Arinaga: One last question. How long will the project take?

Mr. Arakawa: Construction time roughly 12-18 months.

Chair Wichman: Any other questions? Did you have something to say?

Mr. Reyes: Fred Reyes, DOT Highway. To complete the Section 106 process Federal Highways Administration would issue a determination letter, I believe to SHPD, correct me if you will. SHPD has a time window to provide their comments or challenges.

Mr. Dill: So there are regulatory requirements for SHPD's response time. You get to the end of that since it's a federally funded job. Federal Highways (Administration) will actually make a determination to move forward without SHPD's recommendations or comments. So we would request and they would contact SHPD and we would have to go through the process to move that forward. We've done that in the past, where we've come close to deadlines we need to meet or we start losing funding. Federal Highways and SHPD understands that too.

Chair Wichman: Any other questions?

Mr. Guerber: I move we approve this project.

Ms. Arinaga: I second.

Chair Wichman: We have an approval and a second. Any more discussion? (None) All those in favor? (Unanimous voice vote) Any opposed? (None) Motion carried 6:0. Thank you Mr. Dill. Thank you Mr. Folk, Mr. Reyes.

3. Appointment of investigative committee members (Permitted Interaction Group) to Interact with the DOT on behalf of the KHPRC as a party to the Memorandum of Agreement for the Hanapēpē Bridge Replacement Project, Project No. HI STP SR50(1), Waimea District, Kaua'i Island, Kōloa Ahupuaa, TMK: [4] 1-9-007: 001 Hanapēpē Canal, [4] 1-9-007:013, [4] 1-9-007:034, [4] 1-9-007 Kaumuali'i Highway Right-of-Way, [4] 1-9-010:015, [4] 1-9-010:014, [4] 1-9-010:046, [4] 1-9-010:050, [4] 1-9-010 Kaumuali'i Highway Right-of-way.

Mr. Hull: This agenda item was before you in November and DOT came to you not only with the proposal which the Commission seemed fairly receptive towards but also a Memorandum of Agreement to enter into, or to have this body enter into as a party in the proceedings as they move forward. You voted back in November to go through a Permitted Interaction Group or to form a Permitted Interaction Group to be a party to the proceedings. This has been placed on the agenda for you to appoint the members. We will take nominations of no more than four individuals to that PIG.

Ms. Schneider: I nominate Victoria Wichman.

Chair Wichman: I have a question first. This PIG or Permitted Interaction Group, is this for the interpretive of this bridge or is this for the whole process or both?

Mr. Dill: I apologize, I didn't really come prepared to address this particular agenda item. However, if it's the Memorandum of Agreement for the Hanapēpē Bridge replacement project then this would be as a, not a signatory occurring party to the MOA (Memorandum of Agreement), is that correct? This MOA is a Memorandum Agreement which is between Federal Highways Administration, Highway Transportation and SHPD. I assume you're being invited, and I apologize if I don't have my terminologies correct here, not as a main signatory but as a consulting party. Do you know Jodi?

Ms. Higuchi-Savegusa: Yes, I think it was a.....

Mr. Hull: Yes it was a signatory, Larry.

Mr. Dill: You're signing as a concurring party, but not as one of the main members of the MOA. It would be basically what those agreements established. I guess I would term it as mitigation measures due to the impacts of the project to the existing bridge. They would be seeking your input and recommendations on what the proposals were by the DOT as they pursue this project.

Chair Wichman: Right, but I also understand they were going to put up like a kiosk or some sort of interpretive for this bridge because of the historical nature of that area.

Mr. Dill: I believe that's part of the proposal, that's correct, yes. And this would be your opportunity to discuss that and make sure that gets documented and inserted into the MOA.

Mr. Hull: As the designs come out if this PIG is formed than it would participate in the design review process as it moves forward.

Chair Wichman: Any questions Commissioners?

Ms. Schneider: (inaudible)

Chair Wichman: Commissioner Long, Stephen Long.

Ms. Higuchi-Savegusa: Just a reminder it's two or more but less than a quorum. Quorum here is four I believe.

Mr. Hull: Five.

Ms. Higuchi-Savegusa: Five? Five. So up to four members.

Chair Wichman: Do we take nominations for this, or do people volunteer?

Mr. Hull: The Commissioners need to be nominated. I think Commissioners can also indicate they want and are willing to volunteer.

Chair Wichman: If somebody's not here, I mean it's infamous for people who don't attend they get nominated. Commissioner Long was very, very interested in this bridge, but would he want to be on a committee for this? I don't want to have him nominated if he's not here to agree to it. So what would you all like to do?

Mr. Guerber: I would think I should nominate him, if he wishes to accept it....

Chair Wichman: Withdraw. Are there any other nominations?

Ms. Nakea: I don't feel like I have enough expertise in that area.

Mr. Hull: So just for the record we have a nomination for Commissioner Long and Chair Wichman.

Chair Wichman: And we should have at least four?

Mr. Hull: No more than four.

Chair Wichman: The part about the interpretive part would have to be decided right now?

Mr. Hull: The only thing going on right now is the nominations of the Commissioners to the PIG. Once that PIG is formed Myles has already been in contact with them, and I think they are ready to submit paperwork and designs to the PIG.

Mr. Dill: For what it's worth, I would encourage you if you have any interest to participate because Steve obviously is an architect and has expertise in that area, but it doesn't require that. What this is, is mitigation for the benefit of the public to appreciate the historic nature of the bridge that was there. Anybody that's a member of the public can have input to that. Your job,

I'm not the guy to be telling you this stuff. Your job would be to see that something appropriate is done to memorialize the Hanapēpē Bridge. Could be interesting, who knows, might be free food.

Chair Wichman: There's a lot of good history there. So we have two nominations, Stephen Long.

Mr. Guerber: I nominate Deatri (Nakea).

Chair Wichman: We have three nominations now, Commissioner Long, Commissioner Nakea, and myself Chair Wichman. Do we motion that?

Mr. Hull: I need a motion to close the nominations.

Ms. Schneider: I make a motion that we close the nominations.

Mr. Guerber: I second that.

Chair Wichman: Okay. All in favor? (Unanimous voice vote) Any opposed? (None) Motion carried 6:0.

Mr. Hull: The motion was technically to close the nomination, now you have gone through this process before. Now you would need a motion to approve the nominations. The motion's just to close it. I turn to Jodi as our parliamentarian process.

Ms. Higuchi-Savegusa: It's to form the scope and context of who's going to serve in the Permitted Interaction Group. The motion would be just to memorialize the members and the scope of the PIG.

Chair Wichman: Do we have a motion?

Mr. Guerber: Yes. Whatever yes.

Ms. Arinaga: I move that we accept the nominees to the PIG.

Chair Wichman: Commissioner Arinaga just motioned to accept the nominees. Do we have a second?

Ms. Nakea: I second.

Chair Wichman: Commissioner Nakea seconded. All in favor? (Unanimous voice vote) Any opposed? (None) Motion carried 6:0. We have a Permitted Interaction Group.

Mr. Dill: Can I ask, what prompted this to be on the agenda at this time?

Mr. Hull: Well they came back in November and made that offer to this body to be part of the proceedings. It wasn't agenda'd until recently, we got some documentation from I believe Central Federal Lands requesting the input of the PIG. We realized we didn't form the PIG.

Mr. Dill: Okay just wondering because this project is moving along.

COMMISSION EDUCATION COMMITTEE

1. List of upcoming educational opportunities for historic preservation training.

Mr. Hull: This is another request from a previous meeting that a list be provided of possible training programs. The first one I'd like to bring your attention to is the green flyer, which is a Historic Kaua'i Foundation training that's coming up on August 2nd. They are really wonderful, it's coming shortly. It is an all-day session if you can attend it. It is free. If you can attend it's as good a training as you'll find here in Hawai'i. I have the majority of the Planning Department staff attending it as well. You log online and sign up with your various information. So you have that and that's very shortly on the horizon. The other list that you have is a list generated by the National Preservation Institute and it has an array of different trainings on the mainland starting in September and going all the way through to June of 2018. Many of these training are absolutely wonderful and thorough and well prepared. The only time we've sent commissioners on training is through the CLG grant program. Currently with the manner in which SHPD is lacking in resources, I would not anticipate us winning an award for one of these training programs. If you so desire we can submit that application. I can tell you the grant we were just awarded for the nomination of the Hanapēpē Bridge, they had it for a year and a half almost and we just got the award recently. Myles's hair got a few shades grayer just to figure out how quickly to spend \$2,000.00 dollars because the fact it was just two thousand dollars but the process is so truncated and then the timelines so tight it's hard to get the applications through. We barely made it in the slimmest margin for the nomination of Hanapēpē Bridge grant application. If you want to attempt to apply for something I welcome any input and desires to try and go and we can draft those applications but it looks fairly limited as far as our opportunities of actually winning a grant in the next year or two from the CLG program.

Ms. Schneider: I would encourage everybody to go to Historic Kaua'i (foundation training).

Mr. Hull: Yes.

Chair Wichman: Yes, absolutely they do great workshops here.

Mr. Hull: So those are the list of the trainings. If you have any interest you can log onto both websites. The National Preservation Institute, you can actually click on these links if you go to the website and they give a much more thorough description of each of those training sessions.

Chair Wichman: Thank you Ka'āina.

Ms. Nakea: Thank you for compiling the list.

KAUA'I HISTORICAL RESOURCE INVENTORY UPDATE COMMITTEE

1. Update on the Permitted Interaction Group (PIG) for updating the Kua'i Historic Resource Inventory.

Mr. Hull: I believe Stephen went on the last one by himself. The Department just requests a deferral on this agenda item until Stephen's here.

Chair Wichman: Do we need a motion for that?

Ms. Schneider: I make a motion that we defer this until Stephen is here.

Ms. Arinaga: Second.

Chair Wichman: All in favor? (Unanimous voice vote) Any opposed? (None) Motion carried 6:0.

HISTORIC PRESERVATION PUBLICITY COMMITTEE

DATE AND AGENDA TOPICS (August 24, 2017)

Mr. Hull: The next agenda is scheduled for August 24, 2017. Just as a heads up, both myself and the Director will be out of country during this meeting so I won't be here to clerk for you. Marie Williams, who is the Long Range Division Chief will be here to clerk you through that meeting. It's looking relatively light. I can say one thing of interest that is coming up on the agenda where, I not sure if you noticed, in your packet by the Kapaia Bridge application was the few pages for the Kapaia Swinging Bridge. That was a clerical error on my part and I apologize for that. You'll be getting that application at the August 24th meeting, but there was some confusion with which Kapaia, so they both ended up in your packet, I apologize for that. You will be receiving that for reviewing that in the August 24th meeting.

Mr. Guerber: Who's doing that bridge?

Mr. Hull: Ron Agor is the representative and with that we have no further agenda items.

ADJOURNMENT

Chair Wichman: Motion to adjourn?

Mr. Chaffin Jr.: Second.

Ms. Arinaga: Motion to adjourn.

Ms. Higuchi-Sayegusa: Sorry to clarify, who had the motion?

Chair Wichman: Commissioner Arinaga and the second was from Commissioner Chaffin. All in favor? (Unanimous voice vote) Thank you. Motion carried 6:0. The meeting adjourned at 4:35 p.m.

Respectfully Submitted,


Sandra M. Muragin
Commission Support Clerk

(X) Approved as circulated. 9/28/17

() Approved with amendments. See minutes of _____ meeting.



U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Response and Restoration
1305 East-West Highway
Silver Spring, MD 20910

October 12, 2018

Kaua'i Historic Preservation Review Commission
c/o County of Kaua'i
Planning Department
4444 Rice Street, Suite A473
Lihu'e, HI 96766

County of Kaua'i
PLANNING DEPT.

18 OCT 17 17:14

RECEIVED

Re: NHPA Section 106 Consultation for Hawai'i State Parks Water Bottle Filling Station Project

Dear Kaua'i Historic Preservation Review Commission,

The NOAA Marine Debris Program (MDP) provides funding to local, state, and national partnerships with agencies, educational institutions, NGOs, and community groups to identify, assess, reduce and prevent the occurrence of marine debris in our national waterways and to protect and conserve the nation's marine environment and navigation safety from the impacts of marine debris. Grants awarded by MDP, which are required under the Marine Debris Research, Prevention, and Reduction Act (33 U.S.C. 1951 et seq.), catalyze the implementation of locally driven, community-based projects that benefit coastal habitat, waterways, and NOAA trust resources. The NOAA MDP is a division within the Office of Response and Restoration, National Ocean Service.

As a part of its FY2018 Prevention grant competition, the MDP is currently in the process of awarding \$100,000 to the Department of Land and Natural Resources, Division of State Parks to conduct the Hawai'i State Parks Water Bottle Filling Station Project. Pursuant to Section 106 of the National Historic Preservation Act of 1996 (NHPA), as amended, NOAA has determined that this project is an "undertaking" and is therefore initiating consultation on the project.

The project will install 19 water bottle filling stations within 15 Hawai'i State Parks (Appendix 1) on the islands of Hawai'i, Kaua'i, Maui and O'ahu from August 2018 to July 2021. All parks fall within State jurisdiction and have existing water sources. Additionally, prevention activities include the creation and installation of interpretive panels, signs and outreach video as well as conducting beach cleanups four times a year on Hawai'i, Kaua'i and O'ahu. The primary objective of this project is to decrease the use of single-use plastic water bottles within Hawai'i State Parks and reduce the chance of plastic water bottles from becoming marine debris through a preventative awareness campaign.

H.2. J.S.
FEB 21 2019 JAN 7 2019



U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Response and Restoration
1305 East-West Highway
Silver Spring, MD 20910

A review of the National Register of Historic Places Spatial Data (<http://focus.nps.gov/nrhp/Download/>) and research of State Historic Preservation Division List of Designated Historic Places was conducted to determine if the projects planned activities would be in proximity to any cultural or historic resources. Additionally, in conjunction with Hawai'i State Parks a detailed review of all historic places and areas of potential effect have been documented (Appendix 1) in Kaua'i State Parks that water bottle filling stations will be installed. Furthermore, Hawai'i State Parks will be submitting compliance documents per HRS §6E-8 and soliciting public involvement per 36 CFR 800.11(e).

Given the nature of the work to be done and the anticipated impacts from such activities, NOAA has determined that there will be no adverse impact to cultural or historic resources as a result of the above project. In accordance with 36 CFR 800.3(c)(4) of the NHPA, NOAA will assume concurrence with the above determination if no comments are received within 30 days of receipt of this letter.

If you need any further information on this project, please don't hesitate to contact me at mark.manuel@noaa.gov or (808) 725-5266.

Sincerely,

Mark Manuel, Pacific Islands Regional Coordinator
NOAA Marine Debris Program
1845 Wasp Blvd., Bldg. 176
Honolulu, HI 96818

Enclosure:

Appendix 1. Comprehensive list of Kaua'i State Parks, historic places and areas of potential effect.

J.S. J.S.

SECTION 106 CONSULTATION

INSTALLATION OF WATER BOTTLE FILLING STATIONS AT STATE PARKS ON KAUA'I



Prepared by:
Martha Yent, M.A.
Department of Land & Natural Resources
Division of State Parks

Prepared for:



July 2018

INTRODUCTION

The Department of Land and Natural Resources (DLNR), Division of State Parks (State Parks) proposes to install 19 water bottle filling stations in 15 parks on the islands of Hawai'i, Kaua'i, Maui and O'ahu. These water bottle filling stations will encourage park users to use refillable water bottles rather than disposable plastic bottles. The project also involves educational outreach, including the installation of interpretive signs to teach both Hawai'i residents and visitors about the harm that single-use plastic water bottles do if they become marine debris and ways that people can help reduce marine debris that is created in the Hawaiian Islands. These signs will be placed near the water bottle filling stations, either mounted on the walls of the comfort stations or in frames mounted on existing concrete slabs.

To implement the water bottle filling station project, DLNR applied for a grant from the Marine Debris Program of the National Oceanic and Atmospheric Administration (NOAA). The goal of this federal grant program is to identify, assess, reduce, and prevent the occurrence of marine debris in our waters and to protect and conserve the nation's marine environment from the impacts of marine debris. There are over 11 million visitors to the Hawai'i state park system annually with several parks experiencing over 1 million visitors a year. Approximately 70% of these visitors are from out-of-state while the other 30% are local Hawai'i residents. The parks offer an excellent opportunity to educate visitors and residents about marine debris by offering facilities, such as the water bottle filling stations, that can change behavior and help protect our fragile island environment. The State will match these grant funds with staff support and Capital Improvement Project (CIP) funding.

To comply with the Section 106 of the National Historic Preservation Act (NHPA) and the requirements for this federal grant, information is provided for each of the state parks encompassed in this undertaking. In all the parks, the Area of Potential Effect (APE) corresponds to developed park sites where sufficient information exists to make a determination of "no adverse effect" on cultural resources within the APE with the understanding that DLNR, State Parks will take all measures necessary to avoid or mitigate impacts on cultural properties discovered during construction. In the event that archaeological or historic materials are discovered during NOAA-funded project activities, work in the immediate vicinity must stop, the area must be secured, and the State Historic Preservation Division (SHPD) will be notified.

An overview of the parks included in this undertaking is provided in Figure 1 and Table 1. For each park location on Kaua'i, information is provided about the park, the area of potential effect (APE), and the previous archaeological work and findings. An assessment of the historic properties in the vicinity of the APE is provided and a determination of effect is offered for concurrence by the State Historic Preservation Division. Maps and photographs of the APE and park setting are also included.

Water Bottle Filling Stations on Kaua'i

This project proposes to provide 1 new water bottle filling station with water fountains at Kōke'e State Park and replace the water fountains at 2 parks. The replacements will be installed at Hā'ena State Park and at 2 locations within Wailua River State Park (Marina and 'Ōpacka'a Falls Lookout). More information is provided for each of these park locations, including known historic properties and previous archaeological research.

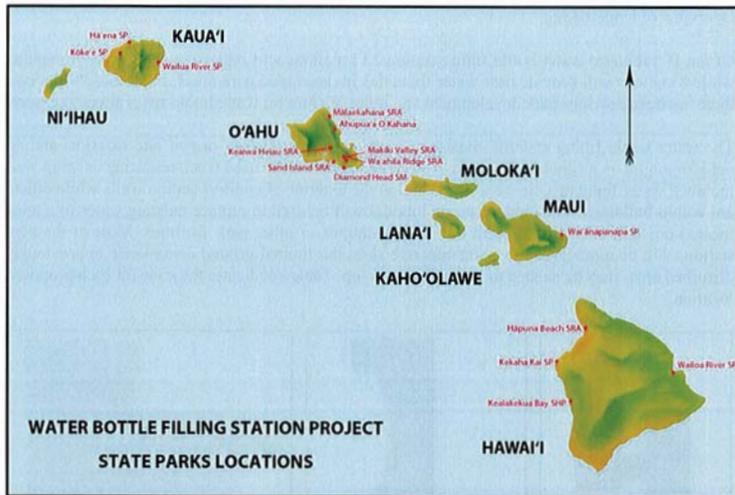


Fig. 1. Proposed park locations for the water bottle filling stations on Kaua'i, O'ahu, Maui and Hawai'i.

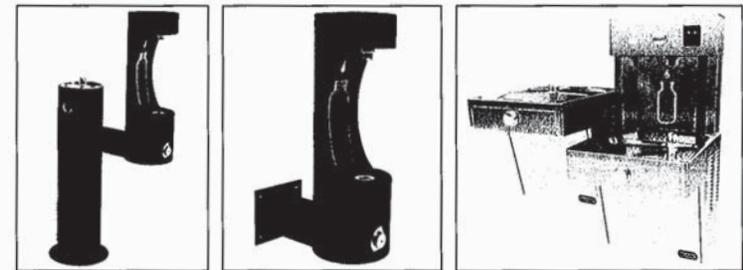
TABLE 1
Locations Proposed for Water Bottle Filling Stations in State Parks Statewide

ISLAND	PARK	AHUPUA'A	MOKU	TAX MAP	COMMENTS
Hawai'i	Hāpuna Beach SRA	Lamamilo	South Kohala	(3) 6-6-002:035	2 new
		Waialea	South Kohala	(3) 6-6-002:007	1 new
	Kekaha Kai SP	Manini'ōwali	North Kona	(3) 7-2-004:009	1 new
	Kealakekua Bay SHP	Kealakekua	South Kona	(3) 8-2-004:009	1 replacement
	Wailoa River SRA	Pi'opi'o	South Hilo	(3) 2-2-013:003	1 replacement
Kaua'i	Hā'ena SP	Hā'ena	Halele'a	(4) 5-9-008:001	1 replacement
	Kōke'e SP	Waimea	Waimea	(4) 1-4-001:013	1 new
	Wailua River SP	Wailua	Puna	(4) 3-9-004:010	1 replacement
		Wailua	Puna	(4) 4-2-003:008	1 replacement
Maui	Wai'ānapanapa SP	Honokalani	Hāna	(2) 1-3-005:009	1 replacement
O'ahu	Ahupua'a o Kahana	Kahana	Ko'olauloa	(1) 5-2-002:001	1 new
	Mālaekahana SRA	Mālaekahana	Ko'olauloa	(1) 5-6-001:004	1 replacement
		Waikīkī	Kona	(1) 3-1-042:006	1 new
	Diamond Head SM	Waikīkī	Kona	(1) 3-1-042:010	1 replacement
		Makiki	Kona	(1) 2-5-019:008	1 replacement
	Makiki Valley SRA	Wa'āhila	Kona	(1) 3-4-010:003	1 replacement
	Wa'āhila Ridge SRA	Wa'āhila	Kona	(1) 3-4-010:003	1 replacement
	Sand Island SRA	Kapalama	Kona	(1) 1-5-041:006	1 new
Keaīwa Heiau SRA	'Aiea	'Ewa	(1) 9-9-011:003	1 replacement	

Overview of Undertaking

Of the 19 proposed water bottle filling stations, 11 stations will replace existing water fountains while 8 stations will provide new water fountains in developed park areas. In all these instances, there has been previous park development and infrastructure for water hook-ups is already present.

The water bottle filling stations consist of 3 styles – wall mount (interior and exterior) and an outdoor mount on a concrete slab. The wall mount style will be used when replacing existing wall mounted water fountains. Some of these are on the exterior of comfort station walls while others are within buildings. The outdoor ground model will be used to replace existing water fountains located on concrete slabs adjacent to comfort stations or other park facilities. Most of the new stations will be mounted on existing concrete slabs but limited ground disturbance in previously disturbed areas may be needed for waterline hook-up. Table 2 indicates the style for each proposed location.



Outdoors ground mount.

Exterior wall mount.

Interior wall mount.

The Area of Potential Effect (APE) for the installation on concrete slabs involving replacement or new water bottle filling stations at developed areas and existing park facilities is estimated at 100 square feet (9 square meters). Some disturbance of the concrete slab is anticipated as the existing water fountain is removed and adjustments are made for mounting the new water bottle filling station. The wall mount style should not involve any ground disturbance and will not create any changes to the character of the building. Access to the sites will be on existing park roadways and no staging areas are anticipated except in the case of Sand Island SRA where the undertaking is part of a larger construction project.

Assessment of Historic Properties and Effect

Archaeological investigations and historical research have previously been conducted in most of the park sites selected for the installation of these water bottle filling stations. Because the undertaking will occur in areas previously disturbed for the construction of park facilities, the probably of adverse effects on historic properties is very low. In the case of installing stations within buildings over 50 years of age, water fountains already exist so this replacement will not adversely affect the architectural character of the structure. Because the undertaking is believed to have no adverse effect on historic properties within the APE, no further work is being recommended at any of the identified park sites.

TABLE 2
Water Bottle Filling Stations

ISLAND	PARK	LOCATION	NEW	REPLACE	STYLE
Hawai'i	Hāpuna Beach SRA	Hāpuna Beach	2		Ground on slab
		Waialea	1		Ground on slab
	Kekaha Kai SP	Manini'ōwali	1		Ground on slab
	Kealakekua Bay SHP	Nāpō'opo'o		1	Ground on slab
Kaua'i	Wailoa River SRA	Wailoa Center		1	Int. Wall mount
	Hā'ena SP	Comfort Station		1	Ground on slab
	Kōke'e SP	Kōke'e Lodge	1		Ground on slab
Maui	Wailua River SP	Marina Building		1	Int. Wall mount
		'Ōpaeka'a Falls		1	Ext. Wall mount
O'ahu	Wai'ānapanapa SP	Comfort Station		1	Ground on slab
	Ahupua'a o Kahana	Comfort Station	1		Ground on slab
	Mālaekahana SRA	Kalanai		1	Ground on slab
	Diamond Head SM	Crater Interior	1		Ground on slab
		Ruger Pathway			1
	Makiki Valley SRA	Comfort Station		1	Ground on slab
	Wa'ahila Ridge SRA	Comfort Station		1	Ground on slab
Sand Island SRA	Comfort Station	1		Ground on slab	
Keaīwa Heiau SRA	Comfort Station			1	Ground on slab
TOTAL	15 Parks	18 Locations	8	11	

HĀ'ENA STATE PARK Hā'ena, Halele'a, Kaua'i

One water bottle filling station is proposed in the developed area of Hā'ena State Park which corresponds to the end of Kūhiō Highway and the trailhead for the Kalalau Trail (TMK: 5-9-008:001) (Fig. 2). The station will replace an existing water fountain at the comfort station. Access to the site is along a park service road off Kūhiō Highway.

Park Overview: The 62-acre State park was established in 1977 for recreational purposes, including ocean recreation, picnicking, and hiking along the Nāpali Coast. However, the park also consists of an extension system of lo'i kalo that was irrigated with water diverted by 'auwai from Limahuli Stream. This fieldsystem was in operation into the 1960s but became overgrown with false kamani and Java plum trees upon abandonment. Within the park boundaries but on a parcel owned by the County of Kaua'i is the hula complex that consists of Kauluapaoa Heiau, Keahualaka (hula platform). These cultural and archaeological sites have limited park development to a small area at the end of the road consisting of a comfort station, outdoor shower, picnic table, and paved walkway. A replacement comfort station was constructed in 2008. A recently completed master plan for the park calls for a new parking lot, new paths and walkways from the parking lot to various points along the shoreline, and a small orientation center.

Project Description: The water bottle filling station will replace the existing water fountain on the front side of the comfort station where there is an existing concrete slab. Limited ground disturbance or excavation will be required for the installation.

Area of Potential Effect (APE): The APE for the water filling station corresponds to the footprint of the existing concrete slab fronting the comfort station and within an area of approximately 100 sq. feet (9 sq. meters) (Fig. 3). Access to the site is along the existing paved roadway.

Previous Archaeology: The complex of irrigated terraces and pond fields (lo'i kalo) which cover a major portion of the park were mapped in 1971-1972 (Earle 1978). In 1977, Archeological Research Center Hawaii expanded the archaeological survey to identify additional archaeological resources and assist with defining areas for facility development. Newly identified surface features located during the survey were mapped and data were collected from 12 excavated trenches, 10 test pits, 26 cores, and 12 profiles selected along the wave-cut face of the sand dunes (Griffin et. al. 1977). In 1978, five sections of the dune face were excavated and recorded in detail. In addition, the area designated as the location for a comfort station and parking lot was tested with 47 one-meter units and four half-meter units (Hammatt et. al. 1978). The second study by the University of Hawaii and University of Illinois involved excavations along the back-slope of the coastal sand dunes near the outlet of Limahuli Stream (Riley and Clark 1979).

Subsequent archaeological work was conducted in conjunction with park improvement projects and resource management. A house platform was mapped and tested in 1980 after it was damaged during a waterline installation (Yent 1980). The 1988 installation of a second cesspool for the comfort station was monitored but no intact cultural deposits or features were exposed. In 1999, a 4.4 acre section of the irrigated field system was inventoried in preparation for restoration and cultivation of kalo within the lo'i (Major and Carpenter 2001). A total of 42 pond fields and associated 'auwai (ditch) were mapped and a series of test units, stratigraphic trenches, backhoe trenches and shovel probes were dug throughout the system to collect data to establish the age of the system and identify development sequences.

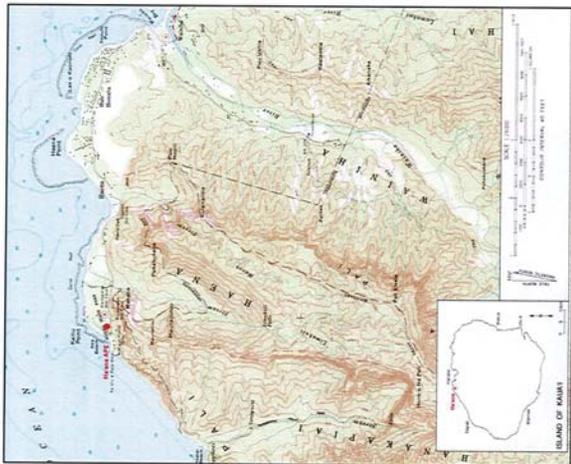


Fig. 2. Hi'ena State Park and APE at the end of Kūhō Highway (USGS, Haena Quad, 1983).



Hi'ena comfort station built in 2008 with water fountain in the front and outdoor shower to the side.

Section 106: NOAA Grant for Water Bottle Filling Stations at State Parks on Kaua'i

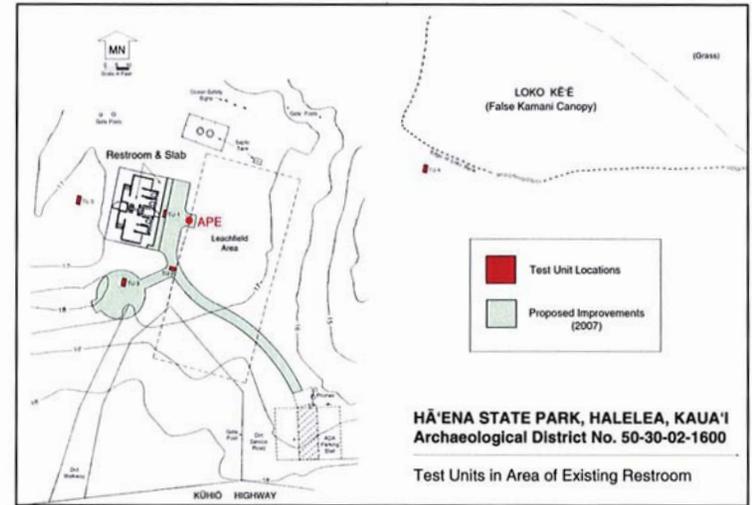


Fig. 3. APE corresponds to existing concrete slab of the comfort station where previous archaeological testing occurred in 2007 for the replacement restroom and other improvements.

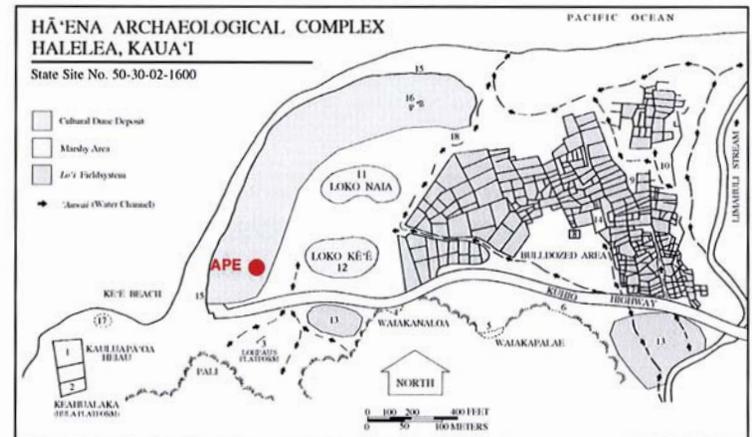


Fig. 4. APE is within Feature 15 of the Hā'ena Archaeological Complex (SIHP 50-30-02-1600).

In 2000, archaeological data recovery work was undertaken prior to installation of the new five-chamber leach field and septic tank located adjacent to the comfort station (Major and Carpenter, in prep.). Six trenches were excavated in the proposed footprint of the leach field and septic tank. The upper cultural layers had been badly disturbed by previous construction projects and vehicles but 75 features were identified at depths between 51cm and 100cm. A single pre-contact burial was uncovered 80-90cm below surface. Additional testing was conducted in 2007 for construction of a replacement comfort station with a wetland wastewater treatment system. A disturbed cultural deposit with shell midden and bird bone was found in the area where the water fountain was constructed. An archaeological monitoring plan was prepared for the project which described the testing (McEldowney and Yent 2007).

Inventory of Historic Properties: The Hā'ena Archaeological Complex (50-30-02-1600) corresponds to the park boundaries. The Complex consists of 18 features, including Kauluapaoa Heiau, Lohiau's hula platform (Keahualaka), Lohiau's house platform, two wet caves, housesites, an extensive agricultural fieldsystem, coastal dune deposits, and a historic cemetery (Fig. 4). The complex was listed on the Hawai'i and National Registers of Historic Places in 1984 and is significant for the diversity of cultural sites that reflect 1) a fishing and farming subsistence base, 2) important religious and legendary associations, and 3) a cultural sequence of occupation from the early pre-contact to post-contact periods.

The APE is within Feature 15, the coastal sand dune containing a series of cultural deposits. These subsurface cultural layers are marked by charcoal staining, shell and fish bone midden, fishing-related artifacts (fishhooks, sinkers), and features such as hearths, pits, pavements, and burials. In 1978 a single cultural deposit was found the area of the comfort station but subsequent testing in 2000 and 2007 indicated that this layer had been heavily disturbed by construction and vehicles.

Potential Effects to Significant Historic Properties: The probability of uncovering and disturbing any intact and significant cultural deposits or features, including burials or human skeletal remains, is extremely low. The area has been heavily disturbed by various construction related activities over the past 40 years, including construction of the comfort station in 1979, the installation of cesspools in 1979 and 1988, the installation of a septic tank and leachfield in 2002, and construction of the replacement comfort station and wetland in 2008.

Installation of the water bottle filling station will replace the existing water fountain where there is an existing concrete slab and waterlines. Any ground disturbance associated with the installation will be in areas that were previously tested and heavily altered when the comfort station was constructed.

Based on the above, NOAA has determined that the proposed project presents no adverse effect on cultural resources within the APE.

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KÖKE'E STATE PARK Waimea, Waimea, Kaua'i

One water bottle filling station is proposed in the developed area of Kōke'e State Park between the Kōke'e Lodge and the Kōke'e Museum (TMK: 1-4-001:013) (Fig. 5). The station will be placed adjacent to an existing concrete slab or walkway for ADA compliance. The exact location will be determined relative to existing utilities and infrastructure in the area. Access to the site is along the park entry road and parking lot off Kōke'e Road.

Park Overview: Kōke'e State Park was established in 1952 and much of the park was built around Kanaloahuluhulu Meadow between 1947 and 1953 (Fig. 6). The Kōke'e Museum and the Kōke'e Lodge were built as park facilities in the early 1950s with wood from the former Army Camp at Kōke'e. The Park Headquarters building was constructed in 1954 for park purposes and is now used as office space and storage for State Parks staff. Also included within the developed park area is the Kōke'e Civilian Conservation Corps (CCC) Camp that was constructed in 1935. Besides the central area, the park consists of hiking trails and the lookouts at Kalalau Valley and Pu'u o Kila. Tent-camping, a picnic pavilion, and a comfort station are located along the north and eastern sides of Kanaloahuluhulu, a large grassed meadow. The ground surface of this meadow is water-logged and maintained as open space.

Project Description: The water bottle filling station will be installed where there is an existing concrete slab and near an existing waterline. Limited ground disturbance or excavation will be required for the installation.

Area of Potential Effect (APE): The APE for the water filling station corresponds to the existing concrete slab between the Kōke'e Lodge and the Kōke'e Museum (Fig. 7). The APE is approximately 100 sq. feet (9 sq. meters). Access to the site is along the existing paved roadway and parking lot.

Previous Archaeology: Prior archaeological recordation and monitoring have only occurred in the area of the CCC Camp. An archaeological inventory survey of the CCC Camp was conducted in 1995 (Yent 1995). This survey provided a historical overview of the camp at Kōke'e and an inventory of the existing buildings and related features. Subsequent projects at the CCC Camp have involved an Archaeological Inventory Survey and Monitoring Plan for the new wastewater system for the CCC Camp (Monahan and Powell 2005), an archaeological monitoring plan for the removal of the Monterey Cypress trees (Yent 2009), and NHPA Section 106 when another Cypress tree fell on the garage building to the south of the quadrangle in 2007 (Letter from State Parks to Department of Civil Defense, July 25, 2008). A current project addresses road repaving within the park complex that includes the CCC Camp, Kōke'e Lodge, and Kōke'e Museum (§6E-8 Memo from State Parks to SHPD, April 27, 2018; LOG No. 2018.01041; review pending).

Inventory of Historic Properties: Several buildings in the vicinity of the APE are over 50 years old and considered historic properties in the park.

CCC Camp. This camp was built in 1935 and listed on the Hawai'i and National Registers of Historic Places in 1996 (SIHP #50-30-06-9392) because it reflects the vernacular or "rustic" architecture of this period which influenced park architecture in Hawai'i (significance criteria A and C). It consists of 11 buildings constructed with board and batten walls and corrugated metal roofs situated around a grassed quadrangle.

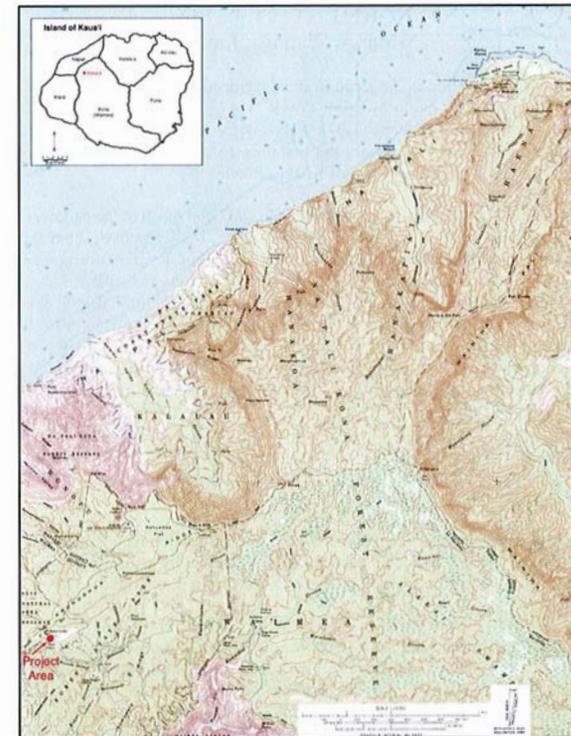


Fig. 5. APE denoted as the project area adjacent to Kōke'e Lodge (USGS, Haena Quad. 1983).



Kōke'e Lodge Building with entry ramp.

Asphalt pavement between Museum and Lodge.

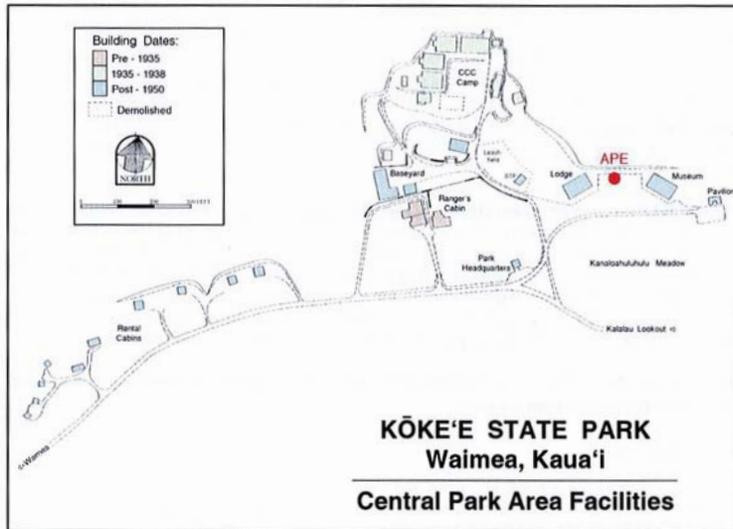


Fig. 6. APE relative to existing park facilities within the central area of Kōke'e State Park.

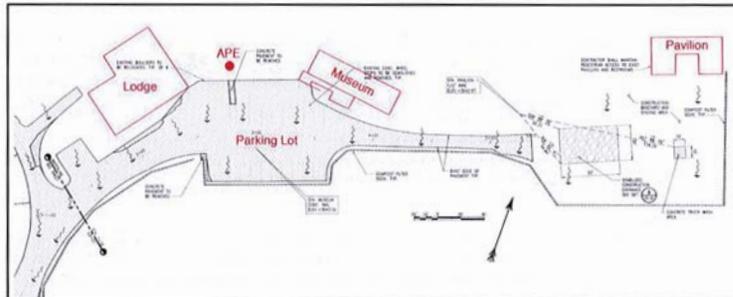


Fig. 7. Detail of proposed location for new water bottle filling station on concrete surface between the Lodge and Museum. Location may need to be adjusted based on waterlines and other utilities.

Kōke'e Lodge. The wooden building on post and pier foundation included a rock and mortar chimney, a wooden porch with 'ōhi'a posts and railing along the front, and a pitched corrugated metal roof when constructed in the early 1950s. Changes were made to the Lodge in 1964 when the porch was enclosed and an extension was added onto the eastern end. Large picture windows were incorporated into the porch and the entry was moved to the new eastern end of the building. The significant changes to the building have impacted the architectural integrity of this structure.

Kōke'e Museum. The Museum building serves as the visitor center for the park and is located about 75 feet to the east of the Lodge. Also built in the early 1950s, the wooden building has post and pier foundation, board and batten walls, and a corrugated metal roof. The front porch covers about half of the front of the building and has an extended roof with 'ōhi'a posts. The building was enlarged with an addition on the eastern end in 1990. At this time, the ramp was also built onto the front of the building. The building is significant under criterion A because it is representative of early park development in a forest setting and criterion C because it is a good example of park architecture from the 1950s.

Potential Effects to Significant Historic Properties: Installation of the water bottle filling station will occur where there is an existing asphalt/concrete surface and waterlines. Any ground disturbance associated with the installation will be in areas that were altered when Kōke'e Lodge and Museum were constructed and the underground utilities were installed. All of the previously recorded historic properties are at sufficient distances from the APE and can be avoided during installation and project staging activities. The station is consistent with the existing use of the developed park area and will not impact the architectural character of the buildings.

Based on the above, NOAA has determined that the proposed project presents no adverse effect on cultural resources within the APE.

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WAILUA RIVER STATE PARK Wailua, Puna, Kaua'i

Water bottle filling stations are proposed at 2 locations within the park – Marina Building (TMK: 3-9-004:010) and 'Ōpaeka'a Falls Lookout (TMK: 4-2-003:008) (Fig. 8). The stations will replace existing water fountains. Access to both sites is from paved roads and parking lots.

Park Overview: Wailua River was designated a State Park in recognition of the scenic and wilderness character of the area that also includes historical, archaeological, and geological features of special significance to Kaua'i and the State. Wailua River State Park was initially established in 1954 but included only the Fern Grotto. Shortly afterwards in 1956, the Wailua River Reserve Area was established. In 1962, the Lydate Area, the Kaumuali'i Area, the Marina Area, and the Poliahu Area were added to the park. The park acreage now totals 1,092 acres. The Marina on the south side of the river was developed in 1962 with boat piers for tour boats, a boat ramp, restrooms, parking areas, a ticket office and shops building, and a restaurant building. 'Ōpaeka'a Falls Lookout is located about a mile up Kuamo'o Road on the south side of the river.

Project Description: At both the Marina and 'Ōpaeka'a Falls Lookout, the water bottle filling station will replace an existing wall mounted drinking fountain. The installation will utilize existing waterlines with limited ground disturbance or excavation required for the installation.

Area of Potential Effect (APE): One APE corresponds to the existing Marina Building that houses the ticket offices for the Fern Grotto boat tours, restrooms and several shops (Fig. 9). Access to the site is along the existing paved Marina Road and parking lot. The APE at 'Ōpaeka'a Falls Lookout corresponds to the existing comfort station building built in 2008 (Fig. 10).

Previous Archaeology: The archaeology of Wailua began when Thrum recorded five (5) heiau in Wailua - Malae, Poliahu, Holoholokū, Hikinaakalā, and Kukui (Thrum 1906a). Wendell Bennett's survey in the late 1920s was more comprehensive but still focused on the heiau in the Wailua area (Bennett 1931). No archaeological sites were previously documented in the area of the Marina and no archaeology was conducted prior to the construction of the Marina between 1964 and 1967.

An archaeological survey of the Wailua River State Park area was conducted in 1968 by State Parks Archaeologist Francis Ching. He located a total of 58 sites, including agricultural terraces, 'auwai, possible housesites, poi and rice mills, and legendary locations. State Parks archaeologists have conducted various surveys and excavations at the heiau sites in conjunction with resource management, parking planning, and interpretation. An archaeological survey was conducted along the North Fork of the Wailua River in 1997 (Carpenter and Yent 1997). No archaeology was conducted for the construction of facilities at 'Ōpaeka'a Falls Lookout in 1964 or 2008.

Inventory of Historic Properties. The Marina was completed and dedicated in 1967 making these structures over 50 years old. The moorage basin at the Marina provides space for 16 large tour boats with access piers for the loading of passengers. A launching ramp with smaller piers provides berthing space for up to 20 private recreational craft at the eastern end of the basin. The twin buildings adjacent to the piers and parking lots were designed to provide concession space for boat tickets, gift shops, and a large restaurant. These buildings are separated from the lower pier level with stone retaining walls. A review of photographs from the State Parks' files suggests that modifications to the two buildings has been minimal and the original architectural elements are still evident on both the interior and exterior of the buildings.

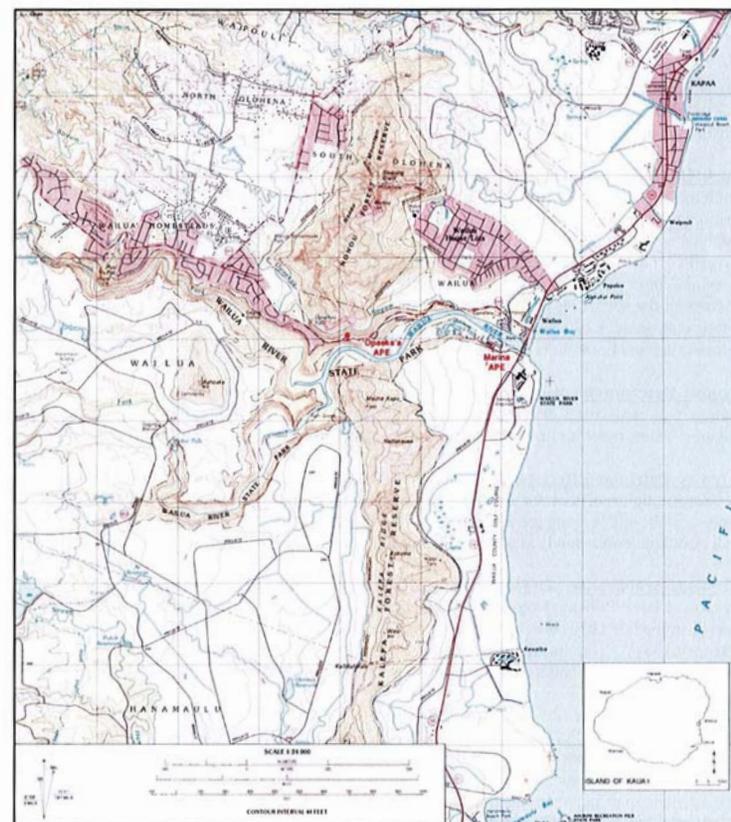


Fig. 8. APE at Marina and 'Ōpaeka'a Falls Lookout, Wailua River State Park (USGS, Kapaa Quad. 1996).

The 'Ōpaeka'a Falls Lookout is approximately 700 feet from Poliahu Heiau and on the opposite side of Kuamo'o Road. Poliahu Heiau is one of 5 discontinuous properties comprising the Wailua Complex of Heiau that was recognized as a National Historic Landmark in 1962 and listed on the Hawai'i Register of Historic Places in 1981 (Site No. 50-30-08-509). The Wailua Complex of Heiau is significant under criteria A, B, C, and D based on its function as a residence for ali'i nui (paramount chiefs) and an administrative and religious center for these ali'i nui on Kaua'i (1988).



Fig. 9. APE at the Marina Building with access along park entry road from Kūhiō Highway.



Fig. 10. APE at the comfort station adjacent to parking area at 'Ōpaeka'a Falls Lookout.



Entry into the Marina Building with ticket offices, restrooms, and shops.



Location of existing water fountain by the ticket office and restrooms.



'Ōpaeka'a Falls Lookout area with parking lot and restroom.



Detail of comfort station built in 2008 with wall-mounted water fountain.



Marina exterior entry, 1970.



Marina interior with shops and waiting area, 1981.

Potential Effects to Significant Historic Properties: Installation of the water bottle filling station at the Marina will replace the existing water fountain adjacent to the restrooms. The station is consistent with the existing use of the Marina and will not impact the architectural character of the building. The station at the 'Ōpaeka'a Falls Lookout will also be a replacement on the building constructed in 2008. Poliahu Heiau is at a sufficient distance from the APE and can be avoided during installation and project staging activities.

Based on the above, NOAA has determined that the proposed project presents no adverse effect on cultural resources within the APE.

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features in the complex be altered. The proposed bridge will, however, have a visual effect on the general setting of the valley which contains multiple archaeological complexes and is culturally important. Design of the bridge, including its scale, use of materials, and color selections, was specifically developed to minimize this unavoidable visual effect (Fig. 4). Also limiting visibility of the bridge is the valley's dense vegetation. It shields the view of the bridge from most parts of the valley and confines its effects primarily to the immediate area of the bridge, nearby trail segments, portions of the stream, and portions of the beach.

The project is located within the Special Management Area (SMA) and the State Conservation District (Resource Subzone). It may therefore be subject to additional review under §6E-42, HRS, when the County of Kaua'i Planning Department considers the State Parks SMA permit application for the project and when the Office of Conservation and Coastal Lands reviews the project's Site Plan Approval application. This submittal is intended to provide information for these reviews as well.

Project Description

The proposed bridge project is composed of three primary elements: the truss-style bridge that will span Hanakāpī'ai Stream; concrete abutments installed on the slopes to either side of the stream to support the bridge frame; and a new spur trail providing access from the existing Kalalau Trail to the bridge abutment on the eastern (Hā'ena) side of the river. Only construction related activities for the abutments and spur trail involve excavation and significant ground disturbance. The bridge would be located approximately 300 feet inland from the beach.

The 81.67' long and 5.8' wide truss bridge will be constructed of an aluminum frame covered with a dark brown powder coating to help the bridge blend with the surrounding vegetation and terrain (Figs. 4 and 7). A brown plastic wood composite will be used for the bridge's 4-foot wide pedestrian deck which also supports a brown picket hand rail running along both sides of the deck (Figs. 4 and 9). Truss-style bridges are generally composed of triangular-shaped connected units which give bridge superstructures the load-bearing capacity needed to support heavy loads over relatively lengthy spans while also being constructed of comparatively little material (Tetra Tech 2016:7). Aluminum was selected for this project because its light weight allows the truss bridge to span the stream without any intermediate piers in the stream bed (Tetra Tech 2016:9). Aluminum is well suited to this remote coastal location because it is durable and has low corrosion properties which reduce maintenance costs. When completed, it will stand approximately 14 feet, 6 inches above the current stream bottom which is above projected flood levels (Fig. 9). The bridge will be pre-fabricated off-site in three segments and then flown to the site by helicopter where it will be bolted together in place.

The two reinforced concrete abutments will be installed into the slopes adjacent to the stream. The abutment sites were selected because they are at comparable elevations and the distance between them allows for installation of a level bridge with a short span which is at least 4 feet above predicted maximum flood heights (Figs. 14 and 19). The

advantage of the selected locations is that they minimize the need to construct larger or taller abutments to achieve the required bridge heights, levels, and support.

On the western (Kalalau) side of the stream, the abutment will be located adjacent to the Kalalau Trail and constructed into the slope to a depth of 8 feet (Figs. 9 and 15). The maximum width of the abutment is 6.5 feet. A four-foot wide and five-foot long unpaved path will provide level access from the main Kalalau Trail to the bridge (Figs. 7 and 9). On the eastern (Hā'ena) side of the stream, the abutment will be placed over and integrated into a large existing outcrop (Figs. 9, 20 and 21). This abutment will reach a depth of 9.5 feet and be 5.7 feet wide at the widest. For added stability, MAI type micropiles will be drilled through the footings of both abutments and into the soils, boulders, and bedrock beneath the abutments to minimum depths of 20 feet (Figs. 9 and 12). This type of micropile is well suited to highly variable substrates composed of soil and boulders such as those found in the project area (Tetra Tech 2016: 10). Framed concrete washdowns, measuring 10 by 20 feet, will be temporarily installed near the abutments to contain all water used to wash tools and equipment during construction. All excess concrete and residue in the washdowns will be removed from the site after water in the washdowns evaporates.

The new spur trail on the eastern (Hā'ena) side of the stream is needed to provide relatively level access from the existing Kalalau Trail to the bridge deck. The boulder outcrop on which the abutment rests is 12 to 13 feet above the existing Kalalau Trail at the base of the slope (Fig. 9). The four-foot wide spur trail needs to follow the slope contour for about 50 feet to join the Kalalau Trail at a comparable elevation (Figs. 7, 21, 23 and 24). Notes on the project plans emphasize that the spur trail alignment depicted on project plans is only approximate (Fig. 7). The trail's exact location will be determined after vegetation is cleared and project engineers can best assess the slope and then design a detailed alignment that best fits these conditions.

Also uncertain is placement of a retaining wall needed to create the level trail bed on the steep and uneven slope. The plan presents two alternatives. In one, the anticipated design, the trail bed will be primarily cut into the slope and the retaining wall would be constructed along the upslope side of the trail to prevent slope wash and slippage from covering the trail (Figs. 7 and 8). The three-foot tall retaining wall would be constructed of tightly fit stacked stones with suitable soil used as mortar (Fig. 8). Lodge pole headers, six inches in diameter, would define and stabilize the downslope edge of the trail. The alternative design places the retaining wall on the downslope side of the trail where it would primarily support fill used to level the trail bed. This wall would also be constructed of tightly fit stacked stones with soil mortar.

Site preparation work for the bridge abutments and spur trail include grubbing and clearing these areas of vegetation and rocks (Fig. 6). Clearing will not extend more than two feet from the abutment and trail foot prints and, if needed, all excess soil and rock generated by clearing and subsequent construction will remain in the valley at a designated location. This would include fragments of boulders and outcrops that need to be broken up during this process. Mature hala trees within the cleared area will be

preserved when possible. To contain soil erosion during clearing and construction, composite filter socks will be installed along the slope below the areas to be altered (Figs. 6 and 8).

One or more staging areas will be needed during the project to store and organize construction supplies, materials, and equipment, most of which will be brought in by helicopter. Construction related debris, will also be kept in staging areas before being taken out of the valley. The construction notes state that staging areas will be determined during pre-construction meetings between the Department of Land and Natural Resources (DLNR) project engineer and contractor because the amount of material being staged at any given time will depend on how the selected contractor decides to schedule the work. Four staging areas have been identified as being potentially suitable because of their proximity to the project area, existing trails, designated helicopter landing zone, park support facilities (e.g. composting toilets and shelter), and former camping areas (Fig. 29). These areas have also been heavily disturbed and can be used without affecting known historic properties.

Areas of Potential Effect:

The project's "area of potential effect" is presented in two parts. The first and primary area is that directly affected by construction activities needed to install the bridge and create the new spur trail connecting the bridge to the existing Kalalau Trail (Fig. 29). This also encompasses adjacent areas that will be grubbed and cleared of vegetation prior to construction and where erosion containment filter socks and concrete washdowns will be placed. Combined, these project elements cover an area of approximately 0.16 acres.

The secondary "area of potential effect" covers the four potential locations to be used for support activities such as staging construction materials and supplies, consolidating rubbish before removal, depositing excess soil or rocks, and, if needed, crew overnight camping. All are located on the western (Kalalau) side of Hanakāpī'ai Stream and collectively cover 0.38 acres (Fig. 29). The final determination on which areas to use will not be made until the DLNR project engineer meets with the contractor on site prior to construction. A State Parks Archaeologist will be at this meeting to insure that no archeological surface features are within selected staging areas and that they have been disturbed by past use. One or more of these areas may be used concurrently for different purposes.

The first of these four areas is the recently created helicopter landing zone for Hanakāpī'ai that will likely be used when helicopters drop off construction materials and equipment and pickup accumulated rubbish and debris (Figs. 29, 30, 35 and 36). The cleared periphery of the landing zone appears to provide sufficient space and shade to stage materials and equipment, particularly when first unloaded from the helicopter. This use can occur without hindering use of the zone for emergency rescues. The old landing zone is an alternative as it remains an open space along the main trail and would only require clearing of tall grass which covers the site (Figs. 29, 30 and 37). The third possible location previously served as a general camping area and is near the composting

toilets (Figs. 29, 30 and 33). It is also along the main trail, has been heavily disturbed by decades of use, is protected by shade and is close to the project area. This location would be convenient for construction crews to camp if proposed by the contractor. The fourth location is a level area makai of the bridge's west bank abutment and adjacent to the current Kalalau trail stream crossing (Figs. 29 and 32). The broad open area is used by most park users to access the beach after having crossed the stream. As with the other proposed staging sites, the area has been heavily used for decades.

Not included in these areas of potential effect is the main trail leading from the stream crossing on the west bank to the back of Hanakāpī'ai Valley and to Kalalau (Fig. 29). This trail will be used by crews carrying materials and supplies from staging areas to the bridge site, but this use will not exceed or increase its current usage. The trail is a major thoroughfare used continually by hikers and State Parks staff and is well defined. Another area not included is the beach (Figs. 1 and 31). The bridge's three pre-fabricated segments will be brought to Hanakāpī'ai and lowered into place by helicopter. A contingency option discussed was staging the three segments on the beach prior to lowering them in place. This option may not be feasible as the sand beach disappears or is diminished during fall and winter storms and can be covered by high tides. These unstable conditions exclude the probability of there being intact cultural deposits or burials in beach sands.

Previous Archaeology and Background

Systematic archaeological work has been conducted within the project's "area of potential effect" four times between 1979 and 2016. The first was during a 1979 archaeological reconnaissance survey of the valleys along the Nāpali Coast and the second was a 1981 follow-up inventory and assessment of sites recorded during the 1979 survey in Hanakāpī'ai Valley (Tomonari-Tuggle 1989, Yent 1981). The third is a 2010 archaeological inventory conducted of the first two miles of the historic Kalalau Trail which includes the stretch reaching the eastern bank of Hanakāpī'ai Stream (Carpenter and McEldowney 2010). The fourth project involved archaeological monitoring for installation of a new composting toilet and rain shelter and clearing of the new helicopter landing zone (Carpenter 2015 November and December).

Two studies conducted prior to 1979 established, in general terms, the presence of remnant agricultural and residential features in Hanakāpī'ai Valley. Wendell Bennett prepared the first overview of archaeology on Kaua'i which included fieldwork conducted in 1928 and 1929 (Bennett 1931). His overview briefly mentions Hanakāpī'ai Valley as having "...the usual taro and house markings together with some paving near the seashore of indefinite nature and extent." (Bennett 1931: 138). These were collectively identified as Site 157. The "usual markings" presumably refers to the more detailed evidence he describes as "extensive agricultural work and a fairly extensive population in the five largest valley" of the Nāpali Coast (Bennett 1931: 138). These five valleys were Kalalau, Honopū, Awa'awapuhi, Nu'alolo, and Miloli'i. This suggests that he passed through Hanakāpī'ai briefly and spent more time examining the other names valleys.

The second study was E.S. Craighill Handy's ethnographic study of Hawaiian plant cultivation undertaken to "present a credible picture of old horticulture in Hawaii" (Handy 1940: 1). His work included 18 months of field work conducted during 1934 and 1935. At Hanakāpī'ai Valley, he "explored" the valley a mile inland from the coast. He describes small terraces with stone facings utilizing "all irrigable land for a distance of more than a mile inland" starting from a "few hundred yards inland on the southwest side of Hanakapiai Stream" (Handy 1940: 60). On the northeastern side of the stream, he found "low, relatively level areas similarly utilized" (Handy 1940: 60). He presumed that terraces extended further up the valley from where he was able to explore. The valley was primarily in use as cattle pasturage at the time.

Archaeological Reconnaissance of Nāpali Coast State Park

The 1979 archaeological reconnaissance survey was conducted to provide information for a management plan being developed for Nāpali Coast State Park (Tomonari-Tuggle 1989: 9). This large area was established as a State park unit in 1962 but continued to be managed by the Division of Forestry until 1979. The scope of the seven-week survey included determining the extent of cultural resources in the most heavily used parts of the park (e.g., along trails, campgrounds, coastal areas, etc.), assessing the impact of current uses on cultural resources, and identifying the most vulnerable areas for subsequent protection or mitigation. A week was spent surveying and evaluating Hanakāpī'ai.

As with all of the major valleys in the park, the dominant archaeological structures found in Hanakāpī'ai were the remains of extensive stone and earthen terrace complexes typical of those created for irrigated kalo cultivation. A total of 14 complexes were identified in Hanakāpī'ai and all were largely defined by the relatively flat benches formed along the narrow valley floor by the meandering stream (Tomonari-Tuggle 1989: 27) (Fig. 26). Several possible habitation sites were found nearer the coast and within the irrigated complexes, but these were not sufficient to define a clear settlement pattern in the valley.

The terrace complex located closest to the beach, Site No. 50-30-02-7023 (i.e., HKP-3 in the original report), is adjacent to the proposed bridge site and several possible staging areas are situated within the complex (Figs. 25 to 29). The site is described as consisting of a series of terraces that were probably used for irrigated kalo cultivation and as being "in extremely poor condition due to intensive use as a campground" (Tomonari-Tuggle 1989: 52-53). The terrace facings were vague with a few exceptions. This contrasts with the much better defined and intact terrace systems found inland. A very well-faced terrace (5 m wide, 8 m long, stone facing 1.25 m high) located at the base of the talus slope and near the State Parks tool shed was described as a possible habitation site (Figs. 25, 27 and 29). Other features within the complex included two small enclosures at the edge of the stream bank, both of which encompass large boulders surrounded by stacked cobble and boulder walls, and a large stacked rock wall that bisects the stream bench (22 m long, 0.30 to 1.25 m high) (Figs. 25 and 27). The major trail inland crosses the wall through a wide and well-established opening.

Four other sites were identified makai of the terrace complex. One is a paved area located near the edge of the steep embankment formed between talus slope and the water-worn boulder beach below (Site No. -7042, HKP-4) (Tomonari-Tuggle 1989: 53). The site's flat boulder paving is 4 by 2 m with a 0.50-meter high retaining wall. This possible house site was considered to be in fair condition although being used as a campsite at the time of the survey. The three other sites were platforms with primarily dirt floors and stone retaining walls (Tomonari-Tuggle 1989: 52 and 53). All were located at the back of boulder beach near the steep drop in the talus slope (Figs. 25, 26 and 28). One platform, Site -7042 or HKP-2, appeared to be recently constructed because the slope behind the platform was cut away, bamboo poles were placed in two corners, and hala logs supported the wall facings. It measured 5 by 5 m with a 50 cm high, two course boulder faced walls. Another Platform, Site -7021 (HKP-1), was located at the upper edge of the boulder beach and in poor condition due to use by campers and high waves. The rectangular platform measured 6 by 3.5 m defined by 0.50-cm high facing on the makai side of the platform and a 75-cm facing on the mauka side. Alignments along the east and west were level with the boulder beach. The third platform, Site -7025 or HKP-5, is the only one located on the eastern side of the stream. The square, 4 by 4 m, platform is delineated by boulder alignments. It had also been heavily disturbed by campers and wave action. The remnants of all four of these sites can be avoided during the project.

Archaeological Monitoring, Mapping, and Testing of Sites in Hanakāpī'ai Valley

In 1981, State Parks Archaeologists spent five days in the Hanakāpī'ai Valley checking the status and condition of sites identified in 1979, particularly those being most effected by public use (Yent 1981). They also mapped, with a transit, archaeological sites and park facilities in the most highly impacted area to provide baseline information for park planning and resource management. This included tested subsurface deposits in four sites identified as being in this high impact area (Yent 1981). The testing would help determine whether additional archaeological work was need to document and manage these sites. This work, the monitoring of archaeological sites, was recommended in both the 1979 survey report and the subsequent Environmental Impact Statement.

As a result of the inspection, they concluded that most of the agricultural terrace complexes along the main trails leading into the valley were not significantly disturbed because most were obscured by dense vegetation which discourage users from leaving the trails. Their efforts then focused on five sites they believed were most endangered by public use. These were the terrace complex (Site -7023), the three platform sites (Sites -7021, -7022, -7025), and the paved area (Site -7024) which are all located near or within the proposed bridge project areas (Figs. 25 and 26). All five sites and park facilities at the time (i.e., designated campgrounds, maintenance tool shed, rain shelter, and pit toilet) were mapped by transit and compiled on single map (Figs. 27 and 28). The three platforms and the paved area were tested by auger coring to determine if subsurface cultural deposits were present which could indicate the function or potential age of the features.

The terrace complex as whole was found to be in poor condition given the continuing use of the area by hikers and campers. Despite this, the prominent features mapped and described in 1979 were still intact with the exception of some indistinct terrace alignments which could not be relocated (compare Figs. 25 and 27-28). The new map and updated descriptions were considered adequate mitigation in that they provided a sufficient basis for monitoring site conditions over time. Two exceptions were the stone wall which dissects the level bench and the two small round enclosures near the stream embankment (Fig. 27). The study recommended letting the two the small round enclosures become overgrown with ki and hala to discourage campers from throwing trash in them and installing signs adjacent to the stone wall to ask campers not to remove stones when creating campfires. The area is no longer used as designated campground.

Coring and further examination of the three platform sites (Sites -7021, -7022, -7025) and paved area (Site -7024) suggested that all were created relatively recently, primarily to create leveled camp sites. No non-modern cultural deposits or materials were found in any of the core samples nor were there any other indications of them being anything but recent. Brief descriptions of the coring results are as follows:

Site -7021: This site is primarily a cleared dirt area located within the boulder beach at the interface of the beach boulders and soil-boulder slope immediately inland of the beach (Yent 1981: 2). The leveled, silty loam soil of the platform proved to be a shallow layer over beach boulders. An exposed section showed the feature's retaining wall being underlain by "clayey loam high in basalt rock and iron" (Yent 1981: 2).

Site -7022: The core sample extracted from Site -7022 reached a depth of 42 cm before hitting rock (Yent 1981: 7). Two layers were identified; an upper silty loam layer (0-6 cm) and a lower clayey loam (6-42 cm). The site is located at the base of the steep embankment cut in the bench inland of the beach.

Site -7024: This site is located on the stream bench above the beach and is immediately adjacent to the steep embankment dropping to the beach. It was described as being poorly defined and actively used for camping (Yent 1981: 7 and 9). The core reached a depth of 64 cm with three layers being identified. The upper layer was composed of a silty loam (0-5 cm) and the second was a clayey loam high in iron staining (5-55 cm). Decomposing basalt was found within the layer at 35 cm before the surface. Clay soils and decomposing basalt formed the last layer (55-64 cm).

Site -7025: Located east of Hanakāpī'ai Stream, the site sits on a sand and boulder rise inland of the boulder beach. The upper layer was a silty loam with coralline sand (0-2 cm). The second was a darker silty loam with less coralline sand and rounded basalt pebbles (2-12 cm). A rubber shoe fragment was also found in the second layer. The third lay was composed of clay with some decomposing basalt (Yent 1981: 9).

Historic Kalalau Trail (State Site #50-30-02-4021)

In 2009, State Parks archaeologist Alan Carpenter conducted an inventory survey of the first two miles of the 11-mile long Kalalau Trail. Constructed in the 1860s, the trail provided overland access for those living in the then-populated valleys along the coast (Carpenter and McEldowney, 2010: 6-11). The trail is considered a historic property and was determined significant under multiple criteria. The first two-miles surveyed covered the stretch from trail head at Hā'ena State Park to the east bank of Hanakāpī'ai Stream. The inventory was prompted by a 2007 legislative State Grant-in-Aid that provided a non-profit group funding to restore and repair this section of the trail. Actions needed to repair and restore the trail could, if approached inappropriately, affect the overall integrity and character the trail, much of which remains despite recurrent modifications and ongoing heavy use by park users. The inventory report was approved by SHPD as were the proposed mitigation measures which were judged to meet the Secretary of the Interior's Standards for Rehabilitation.

The survey scope included inspecting the existing trail alignment and approximately 3 meter (10 feet) to either side of the trail centerline. It focused on identifying, describing, and mapping those trail segments with preserved stonework elements and describing the general characteristics of trail sections not modified by stonework. In all, 31 remnants with stonework elements were identified along the two-mile stretch or what amounts to 9% of the linear project area. Identified elements included stone paving, stacked stone retaining walls; and stone aligned trail edges (Figs. 22-24). The remaining 91% of the trail was either never modified with constructed stonework or previously existing stonework was damaged beyond recognition or destroyed by erosion. Trail beds created along ridge contours were primarily formed by slope cuts and subsequently hardened by use. Based on the best preserved segments, the average trail width appears to be 5.5 feet which is consistent with early photographs of the trail. No historic properties were found in the corridor other than the trail itself and its component features.

The relative age of the various trail segments could not be determined definitely for lack of specific evidence, including when segments were initially built or significantly modified over the trail's 150-year history. Strong similarities among the more intact and stable sections, however, suggest that they provide a long-standing portrait of the trail's general character and route and reinforce the trail's historic integrity. Some accounts suggest that the initial 1860s trail was widened and reinforced in the 1900s, including work done by Civilian Conservation Corp crews in the 1930s. After 1960, emergency repairs by State Parks crews contributed to the trail's ongoing alteration and modification.

One of the recorded stone paved trail segments, that designated Remnant EE, lies directly downslope of the propose spur trail that will provide access to the bridge abutment on the eastern side of Hanakāpī'ai Stream (Figs. 7 and 22-24) (Carpenter and McEldowney 2010: 84-85). The new trail alignment runs along the slope between 6 to 10 feet above this 33 feet (10.1 m) long, 5.6 feet (1.7 m) wide paved trail segment. The historic segment is thus located within the project area of potential effect. This steep trail segment

leading to the stream crossing is paved with boulders and cobbles embedded in clay. This was the only trail remnant recorded that appeared constructed with the paved segment intentionally sloped towards the outer or downslope edge of trail to shed water.

Archaeological Monitoring of Park Facilities at Hanakāpī'ai

In 2015, an archaeological monitoring plan was prepared for construction of a new rain shelter, installation of two new composting toilet units, and creation of a new helicopter landing zone. All are within the heavily used area west of Hanakāpī'ai Stream and inland of the proposed bridge (Figs: 29 and 30) (Carpenter December 2015). As all proposed improvements were located within the boundaries of Site -2073, it was determined that the project could affect this historic property (Carpenter November 2015: 13-14). The potential adverse effects identified were the visual effects of the new structures; the possibility of known archaeological surface features being disturbed by construction related actions; the potential for previously unrecorded surface features being exposed when the new helicopter landing zone was cleared of vegetation; and possible subsurface cultural deposits being disturbed when postholes and foundations for the new shelter and composting toilet units were excavated.

Most potential effects were addressed during project planning and design. Visual effects were mitigated by keeping the size and footprint of new structures at a minimum and painting the structures a dark brown to blend with the setting. All facilities were located in previously disturbed areas and where archeological surface features could be avoided. This was confirmed by previous archaeological studies of Site -7023 and field inspections conducted by State Parks archaeologists specifically for this project (Tomonari-Tuggle 1989, Yent 1981, and Carpenter 2015 November). The new rain shelter was installed in the exact location of the previous shelter which was removed in the 1990s. The new composting toilet units augment an existing one and were placed adjacent to it. Approximately half the helicopter landing zone was previously used as designated camping sites up until the year 2000. The potential effects of project ground disturbance on subsurface cultural deposits or materials would be mitigated through archeological monitoring as set out in a monitoring plan.

In addition to standard procedures required under HAR Chapter 13-279, the archeological monitoring plan committed to two major actions. First all ground disturbing actions required during construction would be monitored by a State Parks archaeologist. This included excavation of six post holes needed to support the rain shelter (each 30 cm diameter, 65 cm deep) and a single pit to contain two holding tanks for the new composting toilets (2 m by 1 m, 65 cm deep). Second, an archaeologist would reexamine the new helicopter landing zone after vegetation clearing incase previously unrecorded surface features were exposed. Any new features would be mapped, described and assessed. If needed, mitigation measures would be proposed.

Archaeological monitoring of the required project elements took place on February 22 and 23, 2016.¹ A total of 12 postholes were excavated and monitored; six for the new rain shelter and six for the new composting toilet structure.² All post holes were excavated to depths of approximately 90 cm (3') depending on the slope. At both project sites, the soil was predominately a dark reddish-brown sandy clay soil mixed with variably sized pebbles and cobbles. Decomposing basalt rock (saprolitic rock) was encountered in some postholes at depths of approximately 35 cm. There was no evidence in any of the excavated postholes that these soil deposits were significantly disturbed other than near the surface. These relatively small samples did confirm that information on past uses of the site complex is present in subsurface deposits although the amount of cultural material encountered was low and the deposits were not clearly stratified.

At the rain shelter site, most artifacts recovered were historic-period items such as iron nails, a metal rivet for jeans, a small fishing weight, one 30-caliber shotgun shell, and scattered small pieces of metal. All were recovered from three postholes on the north, northeast, and northwest sides of the rain shelter footprint (i.e., towards beach and stream). Objects reflecting native Hawaiian use, two pieces of volcanic glass and a polished basalt flake, were also found in a posthole on the northeastern side. On the opposite side, a piece of mammal bone was exposed at 15 cm below surface and a piece of coconut shell at 25 cm below surface. A small charcoal sample was taken from an eastern (mauka) posthole. Flecks of charcoal were found scatter throughout all postholes.

No artifacts or modern materials were found in the six postholes excavated for the composting toilet structure. Charcoal lenses were encountered in two postholes, one on the northeast side of the structure's footprint and the other on the northwest side. On the northeast side, the lenses was near the base of the posthole at 55 to 81 cm below surface. In the eastern side (mauka-stream side), the lenses was exposed on the edge of the posthole wall at 45 cm below surface and was 10 cm thick and 20 cm wide.

The new helicopter landing zone was inspected by a State Parks archaeologist after it was cleared of vegetation and no previously unrecorded surface features were exposed by the clearing.

Project Cultural Analysis

In 2016 a cultural analysis was prepared as part of the bridge project's environmental assessment process (NeSmith, et. al 2016). The analysis was based on community outreach and scoping meetings held in April and July of 2015 respectively and a review of traditions associated with Hanakāpī'ai as well as the valley's history. Issues raised during outreach efforts primarily focused on concerns that the bridge would change the character of the valley, that enhanced safety would increase already heavy use of the trail, and that the public safety concerns the bridge is meant to remedy would be better

¹ This summary was provided by State Parks archaeologist Victoria Wichman who monitored the project. The monitoring report is in preparation.

² Original plans to excavate a pit for the two toilet units were changed. Instead the two units were cover by an elevated, above-ground structure supported by six posts. The six excavated postholes were monitored.

addressed through management initiatives (e.g., increased enforcement, user education, staffing increases, controlling park visitor numbers, use of technology to monitor stream flow and predict flash flood incidents, etc.).

The discussion of traditions associated with Hanakāpīʻai was drawn from Hawaiian language sources which can identify wahi pana or celebrated places significant because of their ties to legends, traditional events, myths, mele, or chants. In an 1868 Hawaiian language manuscript, three accounts tell of young Menehune who create structures and objects of stone which then become part of the Hanakāpīʻai landscape. In one account, they create an ahua pohaku (heap of stone) encompassing a large stone somewhere in the valley's interior and, in another, large fish pond walls are built on a kind of reef at Hanakāpīʻai and Pōhakuao (NeSmith et. al. 2016: 12-13). The reef walls were said to be destroyed by high waves and, by 1868, only a few individual rocks remained. Their work also included a canoe carved of stone which was carried to the top of a steep ridge between the valleys of Hanakāpīʻai and Pōhakuao. Due to erosion, the canoe eventually fell on the Hanakāpīʻai side of the ridge and broke into three or four pieces (NeSmith et. al. 2016: 14-15).

An 1892 article in a Hawaiian language newspaper tells of a climbing competition between the gods Kanaloa and Kamapuaʻa starting at Hāʻena (NeSmith et. al. 2016: 15-16). After winning, Kamapuaʻa descends through the many banana patches in Kokuapuʻu, a side valley in Hanakāpīʻai, and eats a banana. He then decrees that all banana patches in the area would never bear fruit again. This explained why bananas in this area no longer bear fruit.

The cultural analysis also examines sayings and epithets used when poetically referring to Hanakāpīʻai. The wind of Hanakāpīʻai was named Peke and the term oʻopu peke was used when referring to the people of Hanakāpīʻai (NeSmith et. al. 2016: 18-19). The oʻopu peke (a freshwater goby) in Hanakāpīʻai were famous for being “plump and shorter in length than those elsewhere” (Pukui 1983: 164 and 276). The report suggests that the fame oʻopu peke may underscore the valley's connection with Menehune who were fond of eating oʻopu (NeSmith et. al. 2016: 19).

None of the places associated with the four traditions are within the project area. The closest would be the fishpond walls said to be built on the reef or beach of Hanakāpīʻai by Menehune, but remnants of these walls were all but gone by 1868. Subsequent exposure to storm waves would make them difficult to recognize today. The other accounts describe places inland in the valley. The length of Hanakāpīʻai Stream could be viewed as a significant feature given the fame of its oʻopu peke. Regardless of where the oʻopu peke were most common or frequently caught along the stream, their life cycle requires that they pass beneath the proposed bridge span on their way upstream from off-shore waters. Construction of the bridge was designed to avoid any short or long term disturbance of the stream.

The overview of the valley's history presented in the report is essentially similar that presented in previous studies with some additional details. After the Mahele in 1848,

Hanakāpīʻai became government lands as did most of the Nāpali valleys and lands. No individual Land Commission Awards were issued to any Hanakāpīʻai residents nor were any government land grants offered for sale. The number of permanent residents presumably diminished during the second half of the 1800s as it did elsewhere along the coast. Hanakāpīʻai and other valleys, however, must have been sufficiently populated and seen as productive to justify construction of the Kalalau Trail in the 1860s. Any permanent settlements in Hanakāpīʻai were likely abandoned by or before 1919, the year Kalalau Valley became uninhabited (Tomonari-Tuggle 1989: 26). The Hawaiian Kingdom issued a 30-year lease for Hanakāpīʻai to D. W. Pua in 1883 who then transferred it to W.W.H. Deverill in 1891. Sometime in the late 1800s, a coffee plantation was established in Hanakāpīʻai about half a mile inland. In 1920, the Territory of Hawaii issued a 260-acre, 15-year pasture lease to W.H. Rice Sr. (NeSmith et. al. 2016: 21). When cattle grazing proved unproductive, the territorial government decided to incorporate Hanakāpīʻai into the Na Pali-Kona Forest Reserve in 1938 (Tomonari-Tuggle 1989: 19). This brought an end to commercial cattle grazing in the valley and, in 1962, Hanakāpīʻai became part of a newly established State Park unit which continued to be managed by the Division of Forestry until 1979.

Other than the Kalalau Trail, none of the archaeological sites found in or near the project area could be identified as specifically reflecting one of these historic uses although all would have altered the landscape in some way. Clearly use of area near the proposed bridge was altered by recreational uses, first under the management of the Division of Forestry and then State Parks, diminished the integrity of Site -7023.

Significance Assessments

Of the six archaeological sites identified within or near the project area, two are considered significant under multiple criteria. Site -7023, the Hanakāpīʻai agricultural complex located closest to the ocean, contributes to the overall significance of the Na Pali Coast Archaeological District (Site # 50-30-02-3200) which was listed in the Hawaii and National Register of Historic Places in 1984 (Yent 1984: Description, page 6 and Significance page 8). Site -7023 was also considered significant under multiple criteria when assessed prior to installation of the new rain shelter, composting toilet units, and new helicopter land zone (Carpenter November 2015:13). The historic Kalalau Trail (Site -4021) was, as a whole, found to be significant under multiple criteria in 2010 (Carpenter and McEldowney 2010: 86-87). The three platform sites (Sites -7021, -7022, -7025) and paved area (Site -7024) identified in the 1979 survey, and later tested in 1981, were viewed as recent constructions and therefore not considered historic properties (i.e., not over 50 years old).

Na Pali Coast Archaeological District encompasses multiple agricultural complexes and other features recorded in the coast's 7 major valleys (Hanakāpīʻai, Hanakoa, Kalalau, Honopū, Awaʻawapuhi, Nuʻalolo ʻĀina, and Miloliʻi); in a series of small gulches between Hanakoa and Kalalau Valley (Pohakuao Ahupuaʻa), and on the coastal flats adjacent to Nuʻalolo ʻĀina (Nuʻalolo Kai). The National Register nomination was based on the 1979 survey results and includes all the agricultural complexes identified in the

survey, including Site -7035 at Hanakāpī'ai. The significance statement in the nomination emphasizes the value of this extensive and relatively complete archaeological record for the information it contains on changing social and cultural interactions over time and adaptations to the varying topography and environments found along this coast.

Under Hawaii Administrative Rules, the district would thus be significant under Criteria "a" (associated with events contributing to the broad patters of history), Criterion "c" (embodies distinctive characteristics of a type, period, or method of construction), and Criterion "d" (has or is likely to yield information important for research on prehistory or history) (HAR, §13-275-6). Overall, the district has retained sufficient integrity to convey this significance. The integrity of Site -7023 has been greatly diminished by decades of use, particularly when compared to inland complexes that are significantly more intact, it at least retains some potential to yield information important to research on the prehistory and history of Hanakāpī'ai, particularly as it is located closest to the shore and the historic-period trail. In the 2015 determination letter submitted to SHPD for installation of the rain shelter, composting toilet units, and helicopter land zone improvements, Site -7023 was found to be significant under Criteria "a" and "d" (Carpenter November 2015:13).

The entire historic Kalalau Trail was argued to be significant under Criteria "a", "c" and "d" and to have retained sufficient integrity to convey this significance (HAR, §13-275-6) (Carpenter and McEldowney 2010: 86-87). It is associated with and reflects developments occurring in local agriculture and commerce in the Hawaiian Kingdom between the 1850s and 1890s (Criterion "a"); it embodies the distinctive characteristics of type, period, or method of trail construction during the Hawaiian Kingdom period and thus serves as a good example of these characteristics (Criterion "c"); and it is likely to yield information on stonemasonry techniques used during this period for the trail and road construction of (Criterion "d"). The trail segment lying downslope of the proposed spur trail leading to the eastern bridge abutment, "Remnant EE", contributes to the significance of the trail as a whole as it is relatively intact and is the only stone-paved trail segment constructed to intentionally shed water by being sloped toward the outer edge of the trail.

Although not mentioned in the Na Pali Coast Archaeological District nomination form, the trail should be considered a contributing property to the district. One of the district's areas of significance is listed as "Historic-Non-Aboriginal" and one of the periods of significance includes that between 1750 and 1900 (<https://npgallery.nps.gov/NRHP/>). Both apply to the trail.

Determination of Effect:

A determination of "effect, with proposed mitigation commitments" is being proposed for the project as a whole because some project elements are within or sufficiently close to significant historic properties. Some project elements are highly unlikely to affect either identified or unknown historic resources while others are within the proximity of cultural

features and require precautionary measures. These project elements and their potential effects are addressed as follows:

Construction of Bridge and Concrete Abutments: It is highly unlikely that construction of the two reinforced concrete bridge abutments will directly affect any archaeological resources. Field inspections conducted by State Parks archaeologists confirmed that there are no surface features at the selected abutment locations. On the western (Kalalau) side of the stream, the abutment footprint is five feet from the current route of the Kalalau Trail and will be linked to the trail by an unpaved foot path which will not permanently alter the character of the adjacent trail (Figs. 7, 9 and 15). This portion of the Kalalau Trail has not been modified by any historic stone work. Any construction related disturbance of the trail, such as moving supplies and equipment to the project locations, will be temporary and not exceed that occurring routinely by the high volume of hikers. On the eastern (Hā'ena) side, the abutment is situated primarily on a large outcrop (Figs. 20 and 21). There are no signs that the outcrop was previously modified nor were there any cavities or crevices visible which could contain cultural or historic-period materials. The abutment footprint is 12' to 13' upslope of the stream crossing used by hikers after leaving the Kalalau Trail (Figs. 13 and 19). The stream bank at this crossing is repeatedly washed by flood waters.

The probability of subsurface cultural deposits or features being encountered is equally unlikely at both abutment locations. On the western embankment, excavation for the 6.5' wide abutment will reach a depth of 8' and, on the eastern side, the abutment (5.4' wide, 9.5' deep) will largely be integrated with the large outcrop with some excavation occurring adjacent to the outcrop (Fig. 9). Micropiles will be drilled through the abutment footings to a minimum depth of 20 feet. Soil borings and other soil samples were taken by the project geotechnical team at both abutment locations for structural engineering purposes. The geotechnical team concluded that the matrix of large boulders, core stones, outcrops, and soils forming these embankments was primarily the result of weathering in place and not alluvial deposition (Masa Fujioka and Associates 2016: 18-20). No cultural materials or deposits, including charcoal or ash lenses, were uncovered in any of these borings and samples (Masa Fujioka and Associates 2016: 20-23). A State Parks archaeologist was on site to observe the testing and examine samples.

State Parks archaeologists also examined the exposed boulder, soil, and outcrop embankments underlying the two proposed abutment locations and saw no evidence of cultural materials or deposits in the slope faces (Figs. 17, 18, 20, and 21). One factor lowering the probability of subsurface cultural deposits is that the abutment sites are not along one of the relatively level stream benches where most of the identified archaeological features are located and subsurface deposits are more likely (e.g., Site -7023). The probability of subsurface cultural deposits being disturbed by construction of the eastern abutment is particularly low as the entire abutment is primarily integrated with the large outcrop (Figs. 9 and 21).

Spur Trail from Kalalau Trail to Bridge Abutment (Hā'ena Side): As with the concrete bridge abutments, construction of the four-foot wide, 50-foot long spur trail from the Kalalau Trail to the eastern abutment will not directly affect any archaeological surface features in the project footprint and it is highly unlikely to encounter subsurface cultural deposits or features in the soil, boulder and outcrop matrix of the slope. The absence of surface features along the slope was verified during site inspections. Construction of the spur trail and its retaining wall could, however, indirectly damage the stone-paved section of the Kalalau Trail, Remnant EE, which lies between 6' and 10' directly downslope of the spur trail (Figs. 5, 7, 23 and 24). Slope cuts needed to create a level trail bed and construct the trail's retaining wall will require dislodging rocks and possibly boulders which could, without precautions, fall and damage the paved trail and require repairs. Disrupting the slope's soil and boulder matrix could also result in slope slippage. Less extreme potential impacts, such as moderate amounts of slope debris and cleared vegetation falling on the paved trail segment, would not have a significant effect because neither the debris nor cleanup would damage this heavily used paved trail segment. Use of the paved trail segment to bring supplies and equipment to the project site and to remove excess soil or rock will not exceed routine wear on the trail and is unlikely to damage the paving. The join between the spur trail and the Kalalau Trail is upslope of stone-paved section and will match the existing edge of the Kalalau Trail bed. Use of the spur trail and bridge will route general foot-traffic away from the stone-paved section and therefore reduce on-going wear of the trail and could possibly help maintain its integrity.

Staging Areas: Although final selection of project staging areas will be decided with the contractor, the most feasible areas near the proposed bridge appear to be within the boundaries of Site -7023 (Figs. 25-29). Much of the area is relatively level, portions are open and have been heavily disturbed by years of heavy use, and support facilities such as the helicopter landing zone, composting toilets, and rain shed are all located within the site complex. Archaeological surface features within the complex include rock walls, terraces, and other features and recent monitoring established that subsurface cultural deposits, mostly ash lenses, and objects are present within portions of the complex. Routine staging operations have the potential to disrupt the complex's archaeological surface features, particularly the storing of supplies and equipment and moving them to and from the work sites. Preparation of staging areas, such as clearing or leveling areas, could affect surface or subsurface features if such efforts included moving stones or displacing soil. Several areas have been proposed as potential staging areas prior to coordination with the contractor and are included in the defined project area of potential effect for the purposes of this review (Fig. 29).

Visual Effects: The proposed bridge, concrete abutments, and the spur trail will all have some long-term visual effects on the overall setting of the archaeological complexes of Hanakāpī'ai Valley and more directly on the historic Kalalau Trail. Much of the bridge's broader potential impact will be masked by the valley's thick

vegetation. View of the bridge and spur trail from the Kalalau Trail will alter the setting of the trail as it descends into the valley from the east.

Mitigation and Precautionary Measures

Based on an assessment of available information, full time archaeological monitoring of the project does not appear warranted given the very low probability of unknown archaeological surface or subsurface cultural features or deposits being discovered in the project foot print during construction. Sufficient information also exists to avoid archaeological features recorded within Site -7023 where most of the staging activities are likely to take place and can be confined to heavily disturbed areas within the complex. The following precautionary measures will, however, be taken to ensure that known archaeological features are protected, that potential subsurface deposits in Site-7023 are not disturbed, and that the required regulatory contingencies are in place should unanticipated discoveries be made:

Long-Term Visual Effect: The projects most dominant visual effect will be the aluminum frame bridge. To reduce its visibility, project specification call for the frame to be covered with a dark brown powder coating to blend with the surrounding vegetation and terrain and the bridge's wood composite pedestrian deck and picket hand rails will also be brown (Figs. 4 and 9). The choice of an aluminum, light-weight, truss-style bridge, with its open frame and hand rails, also reduces the visual mass of the structure and its intrusive appearance. The concrete abutments are almost entirely below ground and what little is visible will become stained by the surrounding soil (Fig. 9). The spur trail was also designed to blend with the slope in that it will be constructed of local materials with the exception of the lodge pole header (Fig. 8). The trail bed will be compacted soil and soil mortar, instead of concrete, will be used to stabilize the stacked-stone retaining wall.

Pre-Construction Crew Briefing: Prior to project mobilization and commencement, a State Parks archaeologist will brief the construction crew, including the crew supervisor, on site about the general cultural significance of Hanakāpī'ai and its archaeological sites; will show crews which archaeological sites near project locations and staging areas must be avoided and protected; and describe which kinds of previously unidentified archaeological features could, although unlikely, be encountered. Also included would be the statutory and regulatory steps needed should archaeological features or *ivi kupuna* (human remains) be discovered. Particularly emphasized will be their responsibility to stop construction should an inadvertent discovery occur and that State Parks archaeologist or designated staff have the authority to stop work in the vicinity of the find and determine where construction work can continue.

Selection of Staging Locations and Other Project Support Activities: State Park archaeologist will meet with the DLNR project engineer and contractor representatives to determine the location of project staging areas to insure that these meet the needs of the project and are in areas where no archaeological features are

present (Fig. 29 and 30). Decisions will also be made on whether any nearby features or those along routes to project locations should be marked for their projection. Agreements will also be reached on what ground alteration is allowed to accommodate staging equipment and materials. Excavation or leveling of soil surfaces will not be allowed. The locations of other project support activities will also be determined at this time. For example, locations for the two 10' x 20' concrete washdown frames have not been determined yet other than they need to be near the concrete abutments sites (Fig. 6, 7 and 16). Also addressed will be where and how excess soil and rocks will be disposed within Hanakāpī'ai.

Protection Measures for Kalalau Trail Remnant EE: The State Parks archaeologist, DLNR Engineer, and contractor will decide what measures will be taken to protect the stone-paved trail section located directly downslope of the spur trail and its retaining wall (Figs. 7 and 24). It is premature to determine the most effective and feasible measures at this time because project plans call for the final design of the spur trail and retaining wall to be determined once vegetation is cleared and the slope can be examined in more detail. The planned placement of compost filter socks downslope of the spur trail alignment will protect the stone-paved trail from soil runoff and moderately sized rocks (Fig. 6). Tarps or plywood could be used to cover the stone-paved trail when upslope actions could risk triggering slope instabilities. If the stone-paved segment is damaged, repairs will follow the work guidelines prepared for the 2010 project to repair the first two miles of the Kalalau Trail (Carpenter and McEldowney 2010: 88-91). These were prepared to meet the Secretary of the Interior's Standards and Guidelines for Rehabilitation.

Project Inspections: State Parks archaeologist or a designated representative (i.e., on-island State Parks staff) will periodically inspect the project site and staging areas to confirm that steps taken to avoid and protect archaeological sites are being followed and that there are no indications of inadvertent finds. On-island State Parks staff will also be present at the construction crew briefing so that they are aware of these commitments and concerns. A State Parks archaeologist will periodically inspect the project for the following purposes: view excavations related to installation of the concrete bridge abutments to confirm the presence or absence of subsurface cultural deposits or materials; verify that selected staging locations are being used as agreed upon and that archaeological features near these locations are not altered; examine construction of the spur trail and effectiveness of measures taken to protect the stone-paved remnant of the Kalalau Trail; and conduct an inspection to verify that no archaeological features were damaged and, if needed, determine what actions should be taken to remedy identified concerns. A minimum of four inspections will occur over the anticipated 10-week project.

Inadvertent Discoveries: Should any unanticipated archaeological features or human remains (iwi kupuna) be discovered during the project, all requirements of HAR Chapter 13-280 (*Rules Governing General Procedures During a Project Covered by the Historic Preservation Review Process*); HRS §6E-43 (*Prehistoric and historic burial sites*) and §43.6 (*Inadvertent discovery of burial sites*); HAR

Chapter 13-300 (*Rules of Practice and Procedures Relating to Burial Sites and Human Remains*); and HAR §13-300-40 (*Inadvertent discovery of human remains*) will be followed. These procedures will include, but are not necessarily limited to, following:

- Contact SHPD as soon as possible if cultural materials, objects, or surface features are discovered and mobilize State Parks archaeologists to fully document the discovery and its context and, if appropriate, explore the possibility that the discovery is more than an isolated find and part of a larger recorded or unrecorded feature. State Parks archaeologists will also prepare preliminary significance evaluations and propose mitigation measures. If SHPD concurs, State Parks archaeologists will execute the agreed upon measures.
- If iwi kupuna are discovered, all work will stop in the immediate area and the Kauai Burial Sites Staff and Archaeology Branch Chief will be notified as soon as possible. A temporary buffer will be established to protect the area and, if exposed to the sun, the iwi kupuna will be covered temporarily. The process established under HAR Chapter 13-300 (*Rules of Practice and Procedures Relating to Burial Sites and Human Remains*) will be followed as will any directives from SHPD staff.
- Any artifacts or cultural materials discovered and removed from the project area will be held in the State Parks storage facility on O'ahu until adequate storage is available on Kaua'i.
- If significant discoveries occur, a report will be prepared and submitted to SHPD for review and approval. The report would fulfill the requirements of monitoring reports established under HAR §13-279-4.

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ATTACHMENT Figures and Illustrations, Hanakāpī'ai Stream Bridge Project



Fig. 1: General Location of Proposed Bridge in Relation to Hanakāpī'ai Beach, Stream, and Valley Slopes (View Facing South). Switchbacks of Kalalau Trail are visible on ridge face to the right. More gradual trail segments are visible to the left. (2013 Google Image)

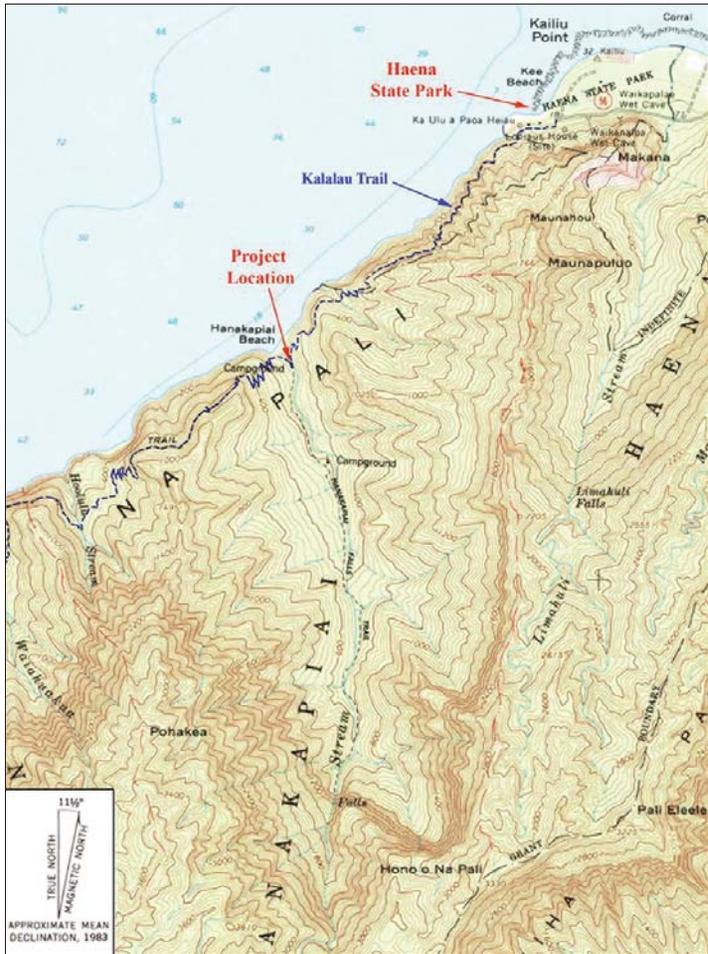


Fig. 2: Detail of USGS Topographic Map Showing Location of Project at Hanakāpī'ai, Hā'ena State Park, and Kalalau Trail (Haena, HI Quad, USGS, 1983). Kalalau Trail is highlighted in blue. Scale of figure and original quad is 1:24,000.

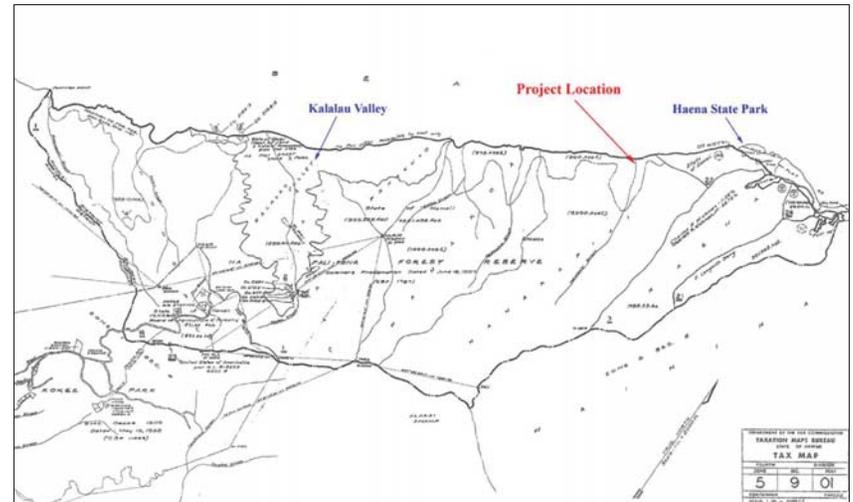


Fig. 3: Extract of TMK Map Showing Location of Project at Hanakāpī'ai, Hā'ena State Park, and Kalalau Valley, TMK: (4) 5-9-01: 001(por.). Extracted from Real Estate Atlas, State of Hawaii, 32nd Edition, 1998.



Fig. 4: Approximate Rendering of Proposed Bridge Crossing Hanakāpī'ai Stream (View Facing Southeast). Hikers using current Kalalau Trail to left and right of photograph. Rendering is from Final Environmental Assessment (Tetra Tech 2017: Figure 2).

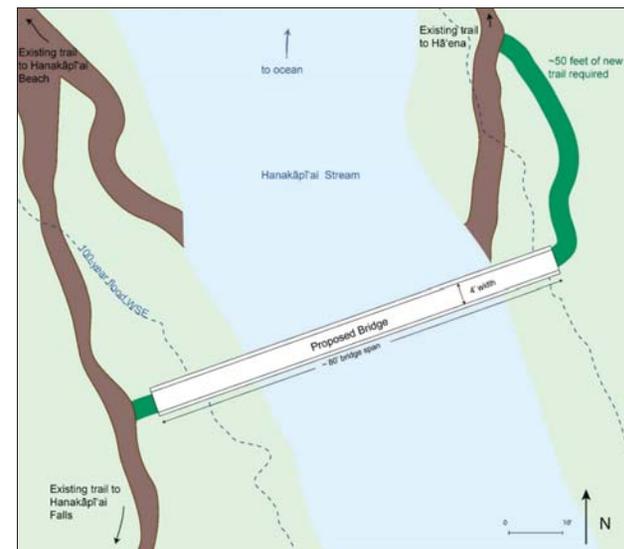


Fig. 5: Diagram Showing Approximate Location of Proposed Bridge and New Spur Trail to Bridge Abutment. Diagram from Final Environmental Assessment (Tetra Tech 2017, Figure 1).

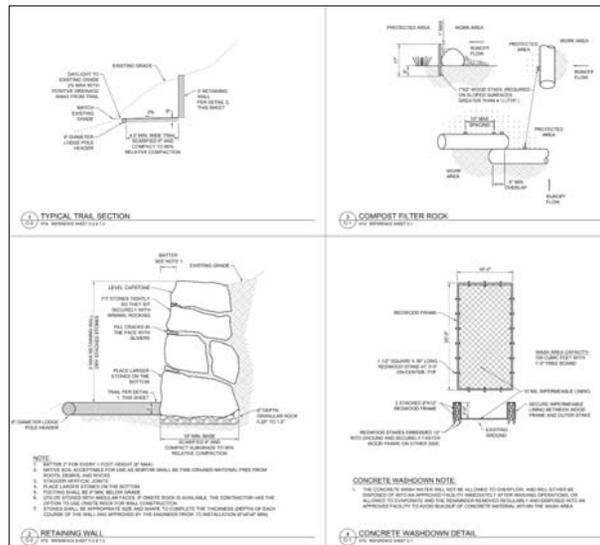


Fig. 8: Details of New Spur Trail, Retaining Wall, Erosion Control Compost Filter Sock, and Concrete Washdown (Extract, Drawing C-3).

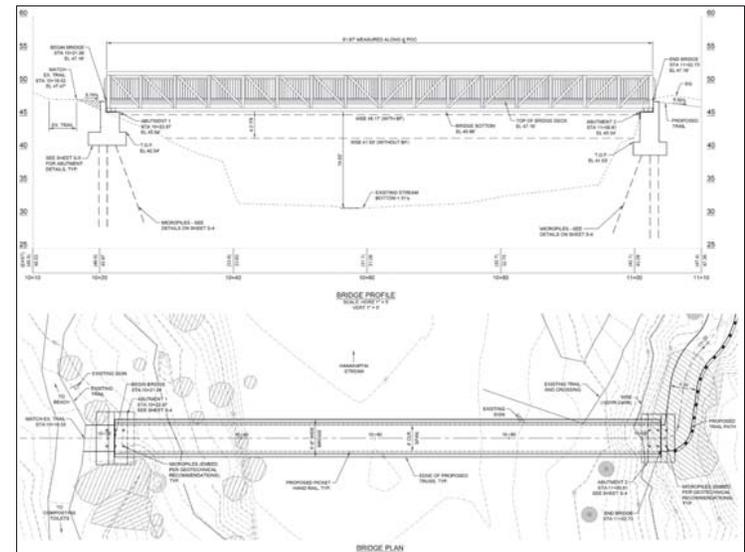


Fig. 9: Bridge Plan and Details (Extract, Drawing S-2).

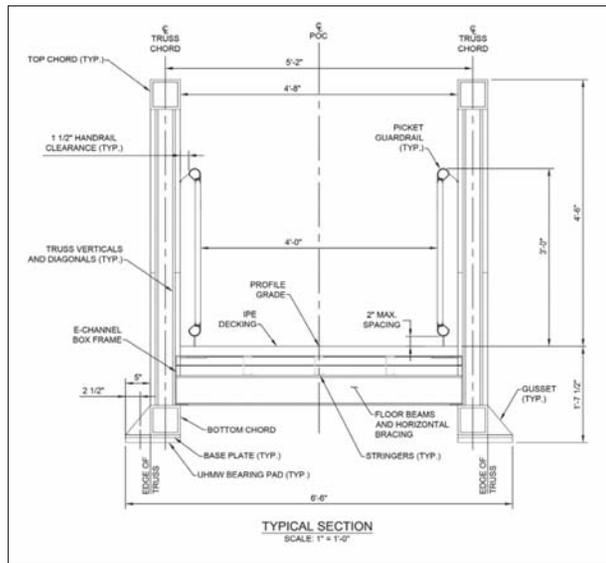


Fig. 10: Typical Section of Proposed Bridge (Extract, Drawing S-2).

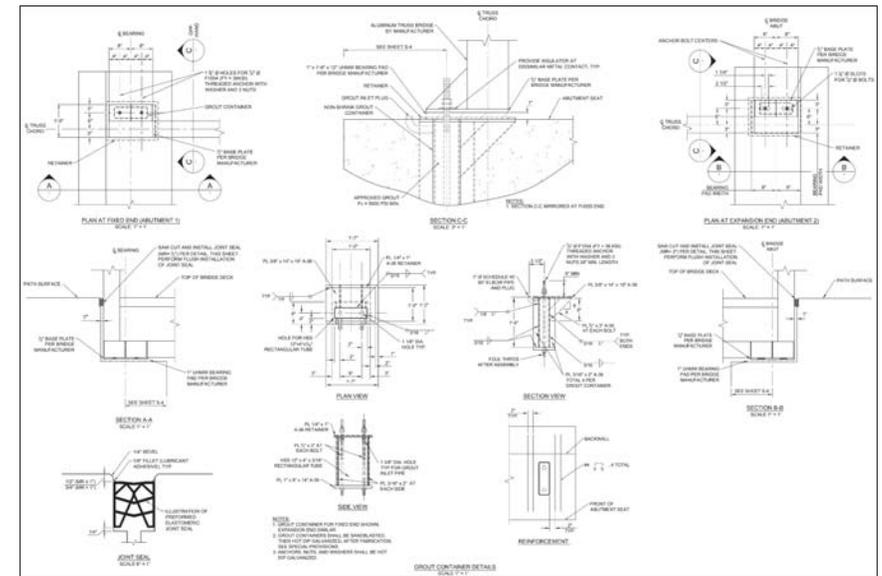


Fig. 11: Detail and Location Plans for Bridge Abutment Anchor Bolts (Extract, Drawing S-3).

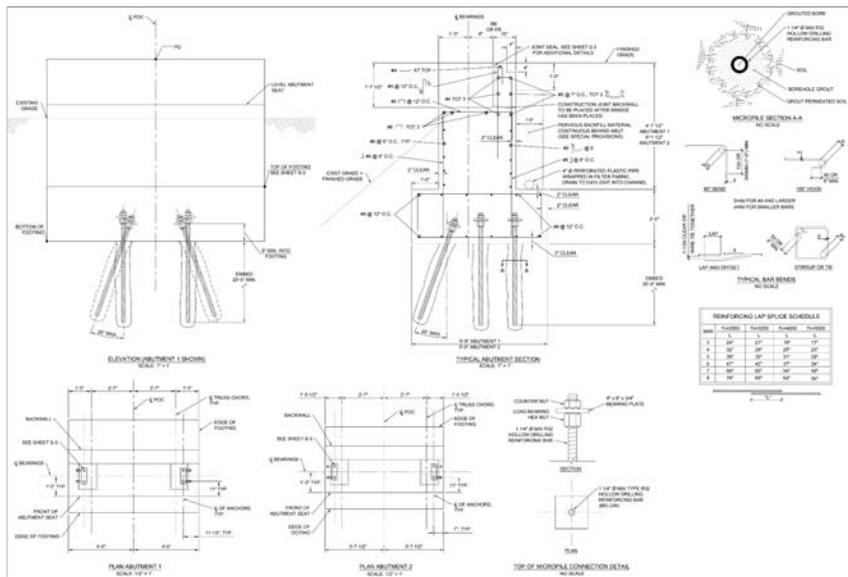


Fig. 12: Details on Micropiling to Secure Abutment Foundations (Extract, Drawing S-4).



Fig. 13: Drone Image of Current Trail and Stream Crossing with Approximate Bridge Alignment Superimposed in Yellow (View Oriented North-South). Note the steep slope of trail descending to stream bed on left, including portion with stone paving (Hā'ena or eastern side of stream). Bridge alignment depicted is not to scale.



Fig. 14: Location of Bridge Abutment on West Bank of Hanakāpī'ai Stream (View Facing Southwest). The yellow square indicates location of project area, not dimensions of the proposed abutment.



Fig. 15: Location of Proposed Bridge Abutment and Existing Kalalau Trail, West Bank of Hanakāpī'ai Stream (View Facing Northeast). Kalalau Trail is in foreground. Path to abutment runs between large boulder on right and smaller boulder on left.



Fig. 16: Level Area Potentially Suitable for 20' by 10' Concrete Washdown Located Upslope of West Bank Abutment (View Facing Northeast). Area was inspected for archaeological surface features.



Fig. 17: Exposed Slope Face Directly below West Bank Bridge Abutment (View Facing the Northwest). Illustrates mix of clay soil and boulder deposits underlying proposed abutment and low probability of cultural subsurface deposits.



Fig. 18: Detail of Lower Slope Face beneath West Bank Bridge Abutment and Directly above the Stream (View Facing the Northwest). Illustrates the high percentage of large stones and boulders in slope deposits.

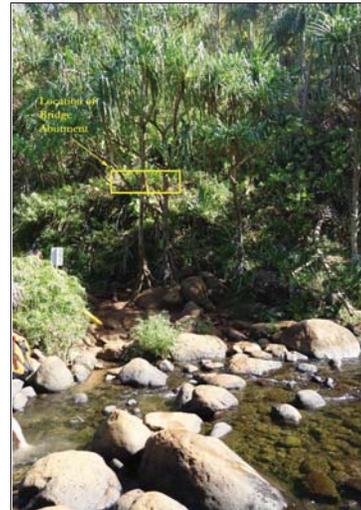


Fig. 19: Location of Bridge Abutment on East Bank of Hanakāpī'ai Stream (View Facing Northeast). Yellow square indicates location of project area, not dimensions of the proposed abutment.



Fig. 20: State Parks Staff Stands on Basalt Outcrop Forming Foundation of Proposed East Bank Bridge Abutment (View Facing East).



Fig. 21: Basalt Outcrops Forming Slope Face below East Bank Bridge Abutment Location (View Facing East). Use of outcrop makes probability of subsurface cultural deposits highly unlikely. No cavities or overhangs were seen in this or adjacent outcrops.



Fig. 22: Stone-Paved Remnant of Historic Kalalau Trail Located Downslope of Proposed Trail Spur (View Facing Southeast). Spur would run along slope contour above the trail remnant from abutment to main trail



Fig. 23: Approximate Location of Junction between Proposed Spur Trail to Bridge and Main Kalalau Trail (View Facing Southeast). Spur trail would exit main trail to the left of large trail boulder in foreground of photograph and follow the contour to the bridge. The beginning of the paved trail remnant is visible at the far end of the photograph on the right.

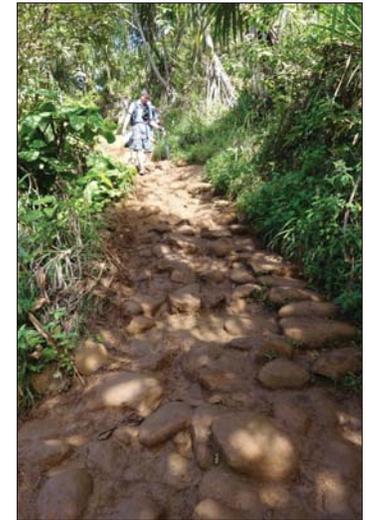


Fig. 24: Historic Stone-Paved Remnant (EE), Kalalau Trail (View Facing North). New spur trail to bridge runs along slope above trail to the right.

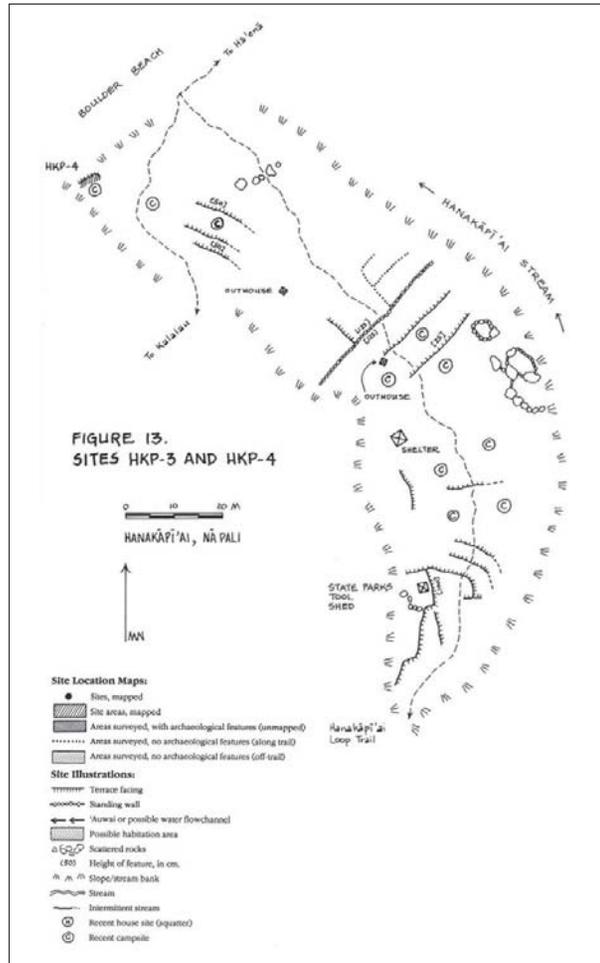


Fig. 25: Map of Archaeological Site Identified during 1979 Reconnaissance Survey (Extracted from Tomonari-Tuggle 1989: Fig. 13). Site HP-4 was subsequently given SIHP No. 50-30-01-7024 and the complex of sites, HP-3, the number -7023.

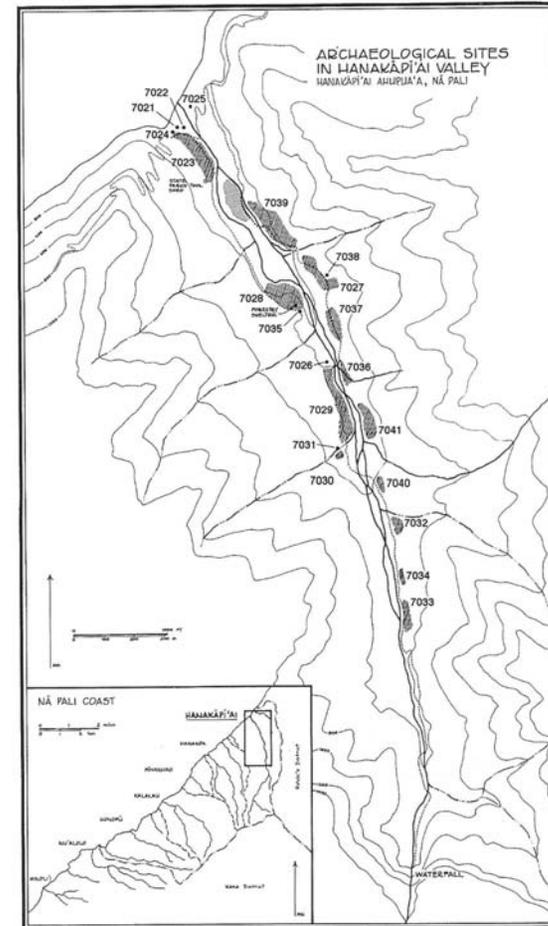


Fig. 26: Distribution of Archaeological Sites and Site Complexes Identified in Hanakāpī'ai during 1979 Reconnaissance Survey (Adapted from Tomonari-Tuggle 1989: Fig. 4). Note map was amended to reflect SIHP numbers instead of the temporary field number given during the reconnaissance.

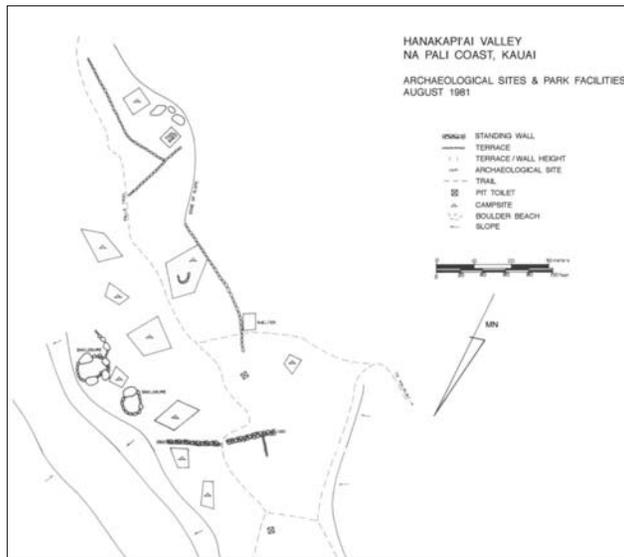


Fig. 27: Mauka (Inland) Portion of Map Depicting Archaeological Complex Site -7023 and State Parks Facilities in 1981.

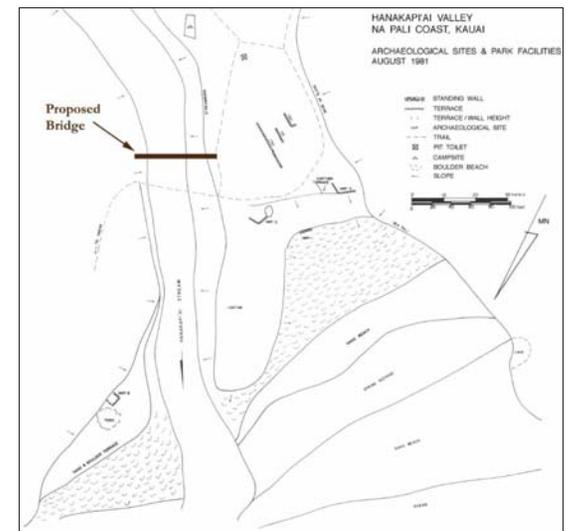


Fig. 28: Makai (Seaward) Portion of Map Depicting Archaeological Complex Site -7023 and State Parks Facilities Prepared in 1981. Superimposed is the approximate location of the proposed bridge.

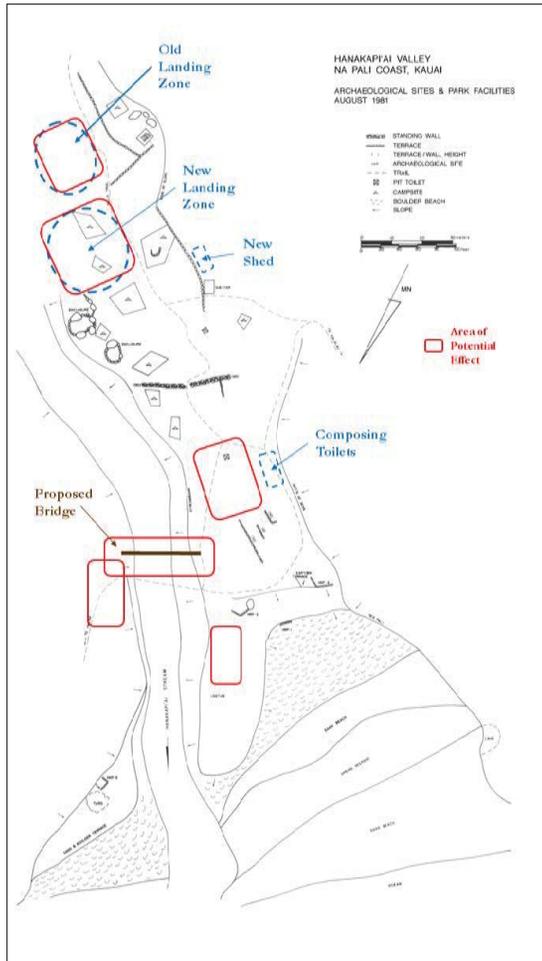


Fig. 29: Map of Archaeological Complex Site -7023 and State Parks Facilities Prepared in 1981. Superimposed are general locations of park features established since 1981, the project's potential areas of effect, and the proposed bridge. Locations and dimensions are approximate.



Fig. 30: Locations of the Current and Old Helicopter Landing Zones, New Shelter, Composting Toilets, and Proposed Bridge Superimposed on Drone Image (View towards West). The two landing zones and area located adjacent (towards stream) to the composting toilets may be used as project staging areas. Distances among features and their sizes may reflect some distortion in the drone image.



Fig. 31: Hanakāpī'ai Beach (View Facing Northwest). The sandy portion of the beach might be used as a short-term staging area for pre-fabricated bridge segments prior to installation if sand is present. Winter storms and high waves move beach sand offshore and leave the beach with little or no sand.



Fig. 32: Possible Temporary Staging Area for Project Materials and Equipment (View Facing Northwest). Flat area is located makai of the west bank project area (Fig. 29). This area is currently used by hikers as the major route from the trail to the beach.



Fig. 33: Potential Temporary Staging Area for Project Materials and Equipment Located Near Composting Toilets (View Facing Southeast). Area is located mauka of west bank project area. It was once an official camp site and is heavily disturbed (Fig. 29).



Fig. 34: Stone Wall Identified and Mapped as Part of Archaeological Complex in 1979 (Site -7023) (View Facing Southeast). The wall is intersected by main trail leading up Hanakāpī'ia Valley to the popular waterfall (See also Figs. 27 and 29).



Fig. 35: Helicopter Landing Zone Located Mauka of West Bank Project Area (View Facing Northeast). The landing zone is a potential staging area because it is sufficiently wide to accommodate both landings and the storing of materials and equipment along the zone's periphery (Figs. 29 and 30).



Fig. 36: Drone Image of Current Helicopter Landing Zone (View Facing Southwest). Cleared periphery of the landing zone is potentially suitable for staging project supplies and equipment.



Fig. 37: Old Helicopter Landing Zone Located Mauka of Recently Created Landing Zone (View Facing North). Grass could be cleared from old landing zone to create a staging area for project supplies and equipment (See Figs. 29 and 30).



COUNTY OF KAUA'I
PLANNING DEPARTMENT

DIRECTOR'S REPORT

Kaua'i County Historic Preservation Review Commission

I. SUMMARY

Action Required by KHPRC: Consideration of the construction of a new two-story garage/guest house structure on the subject parcel.

II. PROJECT DATA

PROJECT INFORMATION	
Parcel Location:	Hanalei
Tax Map Key(s):	(4) 5-5-002:012
Area:	2.0087 ac / 87,498 sqft
LAND USE DESIGNATIONS & VALUES	
Zoning:	Open (O)
State Land Use District:	Urban
General Plan Designation:	Natural
Owner(s):	PMD Hanalei LLC

III. PROJECT DESCRIPTION AND USE

BACKGROUND

The subject lot of record is located at 5204 Weke Road in Hanalei. The subject lot of record is approximately 87,498 sqft in size, and it is located in Hanalei Ahupuaa, Halele'a Moku, Kaua'i Island, Hawai'i. It is located within the County of Kaua'i's Open (O) Zoning District, State Land Use Urban District, and General Plan Designation Natural.

The Applicant is proposing the construction of a new 2-story garage/guest house. The lower level will include an open carport, office and music room, 1/2 bathroom with outdoor shower, and beach storage room to house surfboards, bicycles, etc. The upper level will include a 500 sqft guesthouse, full bathroom, and 216 sqft open deck.

I.I.A.
FEB 21 2019

EXISTING STRUCTURES & PERMIT HISTORY

According to Planning Department records, the proposed garage/guest house would be the third building constructed on the same lot of record associated with the Faye Vacation House in Hanalei Bay. The original summer house was believed to be built in 1915, for the family of Hans P. Faye, owner and manager of Kekaha Sugar Company. The Faye Vacation House was one of the first houses in Hanalei to be electrified by means of its own gas generator.

An August 22, 1916 issue of the *Garden Island*, reprinted in the August 17, 1986 edition of the *Garden Island*, describes the "new Faye Summer House" as "commodious, and artistic", a "marvel of comfort and convenience and is the wonder of the village because of its brilliant electric lighting, the outcome of a small gas engine dynamo."

The two-story wood frame house has a high pitched, wood shingled, gable-on-hip roof in which the second-story (attic) is set. The roof also contains a gable-on-hip entry roof, cross gable, and gable dormers: a large dormer with two windows attached to the beach front side, and double gabled dormers facing the Weke Road side. Both historic documents on record at the Planning Department also note: characteristic vertical board and batten exterior siding, an ornamental bargeboard at the east side cross gable, and a distinctive shed roof supported by square wooden posts that projects over the covered lanai. This Hanalei Bay beach lot also includes the typical expansive lawn and open space on the makai side of the historic dwelling unit. Lastly, the Kaua'i Historic Resource Profile from the 1988 Spencer Mason Architects report notes "unusual window arrangements in mauka dormer and side gable ends".

The original beach house was damaged by a tsunami in the 1950s (1957 Aleutian Tsunami?), but according to Real Property Assessment records the effective year built is 1953.

Below is a list of the recorded permit history:

None.

IV. ADDITIONAL FINDINGS

The Faye Vacation House is not listed on the State Register of Historic nor is it listed on the National Register.

According to Real Property Assessment records, the subject property is listed as Vacation Rental Tax Classification. According to Planning Department records, the Transient Vacation Rental (TVR) permit was not renewed, and the property can no longer function as a TVR. The register number was TVNC-1166.

The subject property also includes a second nonconforming dwelling unit, making the proposed garage/guest house structure the third habitable building on this property.

Furthermore, Planning Department finds that the total contiguous footprint of the proposed garage/guest house may not be consistent with the definition of "guest house" and will be subject to further review during the permitting process.

V. AGENCY COMMENTS

None. However, Applicant shall engage with State Historic Preservation Division (SHPD) per HRS 6E-10 with the proposed project.

VI. EVALUATION

In reviewing the proposed project site for historical significance, the following should be considered:

1. The U.S. Department of the Interior, National Park Service, Secretary of the Interior Standards and Guidelines, and the National Historic Preservation Act (NHPA) should be considered when evaluating a property's potential for designation as "historically significant". The U.S. Department of the Interior's four National Register of Historic Places (NRHP) Criteria for evaluation should also be considered to insure that the County of Kaua'i remains consistent with national standards.

Criteria A. That are associated with events that have made a significant contribution to the broad patterns of our history;

- Based on the information provided in the original State Historic Register nomination form, Planning Department records, the existing structure is associated with plantation style architecture, culture, and local traditions on Kaua'i, an event that has made a significant contribution to the broad patterns of our history. Therefore this historic property does meet National Register Criteria A.

Criteria B. That are associated with the lives of significant persons in our past;

- Based on the information provided in Planning Department records, the existing structure and the property itself is associated with the lives of the Faye family, and given more research, can potentially be tied to significant persons in Kaua'i's plantation history. Therefore, this historic property has the potential to meet National Register Criteria B.

Criteria C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;

- Based on the information provided in the original State Historic Register nomination form, and historical research provided by the Applicant, the existing building is associated with a specific type, period or method of distinctive Hawaiian plantation style beach house construction. Therefore, this historic property does meet National Register Criteria C.

Criteria D. That have yielded or may be likely to yield, information important in history or prehistory.

- Based on the information gathered by the Planning Department, it is not likely that this structure, as it stands today, will yield information important in history or prehistory.

VII. CONCLUSION

Based on the information contained in the Report's Findings and Evaluation, the Planning Department concludes that the proposed garage/guest house is not consistent and complimentary to the existing nonconforming dwelling units (including the historic Faye Vacation House) with respect to size and massing, and **will have an adverse impact** on the historic integrity of the existing property and historic beach house. However, mitigating measures such as shrinking the size of the building or landscape screening of the structure from public view plane areas, including but not limited to, Weke Road and the adjacent public access easement.

VIII. RECOMMENDATION

Based on the foregoing evaluation and conclusion, the Planning Department recommends that the Kaua'i Historic Preservation Review Commission SUPPORT the proposed construction of the garage/guest house as presented, provided that:

1. The Applicant shall implement mitigating measures such as shrinking the size of the building or landscape screening of the structure from public view plane areas, including but not limited to, Weke Road and the adjacent public access easement.
2. The contiguous building footprint of the garage/guest house exceeds the 500 square foot limit for a "guest house". When considering the US Department of the Interior, National Park Service's seven Aspects of Integrity, the massing of the 2-story garage/guest house will likely detract from the historic setting, feeling, and design of

the historic beachfront property.

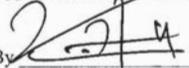
3. Applicant shall ensure that the architectural form, style, and material used for the proposed guest house and dwelling unit to be constructed is consistent with the U.S. Secretary of Interior Standards & Guidelines, and does not detract from or significantly alter the historic integrity of the existing property and the historic beach house.
4. Applicant shall be cognizant that KHPRC review and approval shall not obviate the Applicant or permit application submittal from the standard regulatory permitting review process and the permitting requirements set forth in the applicable State and County laws, including but not limited to the County of Kaua'i Comprehensive Zoning Ordinance.

The Commission is further advised that this report does not represent the Planning Department's final recommendation in view of the forthcoming public hearing process whereby the entire record should be considered prior to decision making. The entire record includes but is not limited to:

- a. Government agency comments;
- b. Testimony from the general public and interested others; and
- c. The land owner's response.

By 
ALEX WONG
Planner

Approved & Recommended to Commission:

By 
KA'AINA S. HULL
Deputy Director of Planning

Date: 2/15/19



I.i.a.
FEB 21 2019

5204 Weke Garage / Guest House
Schematic Design
11 November 2018

COCENT
DESIGNS

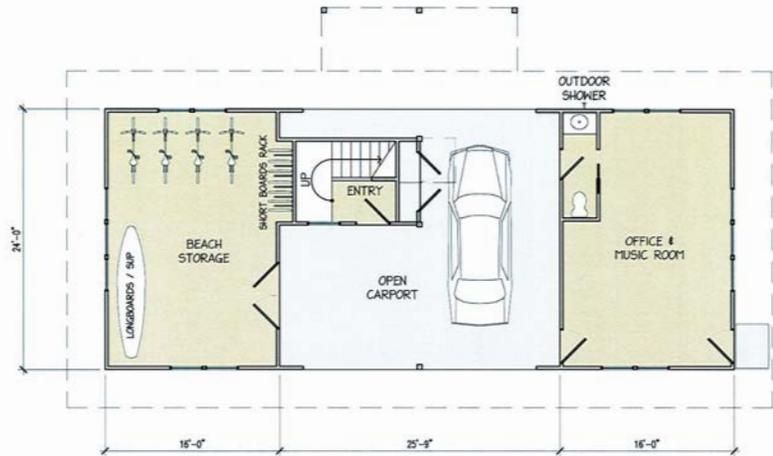


1 Building Elevation : South
1/8" = 1'-0"



2 Building Elevation : North
1/8" = 1'-0"

5204 Weke Garage / Guest House
Schematic Design
11 November 2018



Lower Level Plan
1/8" = 1'-0"

5204 Weke Garage / Guest House
Schematic Design
11 November 2018

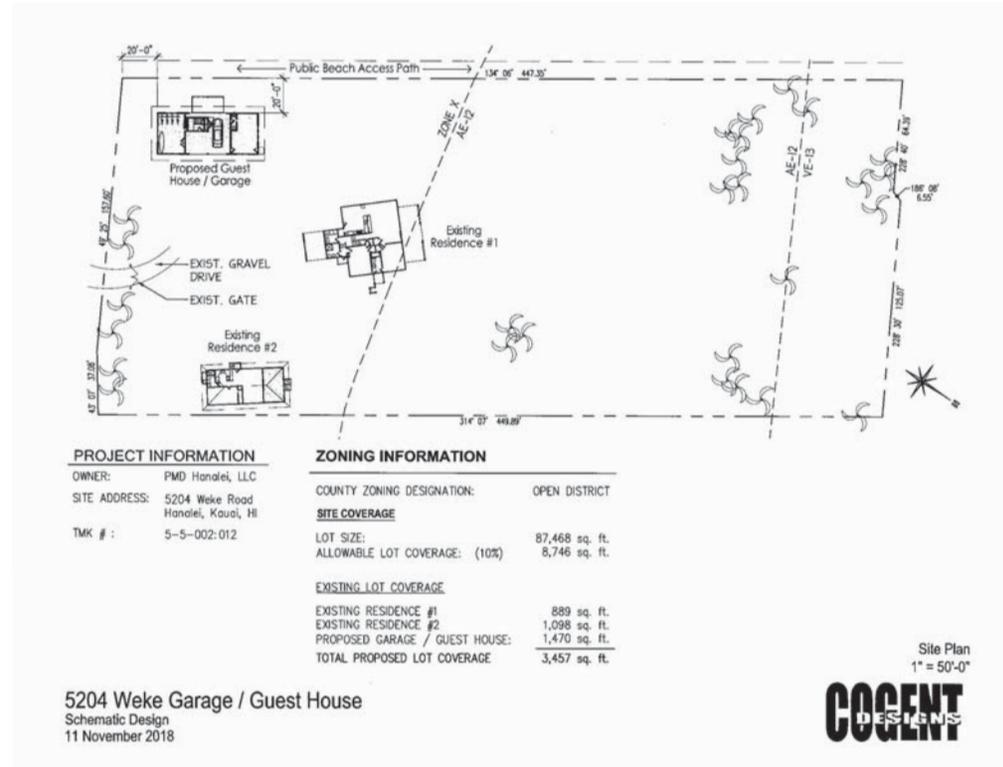




Upper Level Plan
 $\frac{1}{8}'' = 1'-0''$



5204 Weke Garage / Guest House
 Schematic Design
 11 November 2018



PROJECT INFORMATION

OWNER: PMD Honalei, LLC
 SITE ADDRESS: 5204 Weke Road
 Honalei, Kauai, HI
 TMK # : 5-5-002-012

ZONING INFORMATION

COUNTY ZONING DESIGNATION: OPEN DISTRICT

SITE COVERAGE

LOT SIZE: 87,468 sq. ft.
 ALLOWABLE LOT COVERAGE: (10%) 8,746 sq. ft.

EXISTING LOT COVERAGE

EXISTING RESIDENCE #1 889 sq. ft.
 EXISTING RESIDENCE #2 1,098 sq. ft.
 PROPOSED GARAGE / GUEST HOUSE: 1,470 sq. ft.
 TOTAL PROPOSED LOT COVERAGE 3,457 sq. ft.

Site Plan
 $1'' = 50'-0''$



5204 Weke Garage / Guest House
 Schematic Design
 11 November 2018