

Appendix G

**Materials from Public Information Meeting No. 3,
July 1, 2004**

Lydgate Park-Kapa'a Bike/Pedestrian Path

Public Information Meeting No. 3

**Thursday, July 1, 2004
Kapa'a Middle School**

County of Kaua'i
Department of Public Works

State of Hawaii, Department of Transportation

Federal Highway Administration

Kimura International

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Thursday, July 1, 2004

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Publicity

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- Flyer

MINUTES OF PUBLIC INFORMATION MEETING NO. 3

Thursday July 1, 2004

7:00-9:00 pm

A total of 75 people signed the attendance sheets. Several others attended, but did not sign in. (*Attendance sheets attached.*)

Consultants: Glenn Kimura and Nancy Nishikawa (Kimura International, Inc.); Herb Lee (Lee Communications); Clyde Kodani (Kodani & Associates); David Shideler (Cultural Surveys Hawaii)

County of Kaua'i: Doug Haigh, Project Manager

Upon walking into the meeting hall, attendees were invited to circulate and look at maps of the three alternative plans, giving them a chance to become familiar with the proposed routes.

Doug Haigh established the context of this project (the Lydgate Park to Kapa'a segment of the bike/pedestrian path) by reviewing the other phases of the overall path network. With completion of the path at Lydgate Park, and the imminent start of the Kapa'a to Keālia segment, the County has nine miles of paths underway. He noted, in particular, the importance of land donations that have enabled the County to satisfy the local match that is needed to obtain federal funds.

Glenn Kimura presented a Powerpoint slideshow which gave an overview of the project and reviewed the alternative routes in detail (*see printout of slideshow*):

- Project overview
- Review alternative alignments
- Discuss advantages and disadvantages
- Request feedback on the alternatives
- Update project schedule

After the presentation, members of the audience were given an opportunity to raise questions or offer comments. Comments were recorded on flipchart paper by Johanna Gomez and taped to the wall. Speakers were asked to review and correct their statements, as recorded—either during their floor time or after the meeting.

The following items were brought to the floor.

- How has the presentation changed (relative to the Draft Environmental Assessment)—in terms of mitigations, concepts?

KI Response: some of the graphics were changed to improve the accuracy of the information presented.

- Although it's claimed that there's no preference, more time was spent on Alternative 1 (shoreline path). Isn't this stressing Alternative 1?

KI Response: More time was spent discussing Alternative 1 because of the many specific concerns raised by condo owners. At the recent County Council meeting, the Council itself had asked for a briefing focusing on the shoreline path because of calls and letters received from nearby property owners. Consequently, the presentation was geared toward this request.

- According to your research, property values did not decrease, but did property values increase as much as the surrounding area?

KI Response: In the case of the Burke-Gilman Trail in Seattle (where extensive research has been done), property values immediately adjacent to the trail did not increase as much as property values a block away from the trail; however, they did not decrease.

- Explain the mitigation of archaeological sites (rocks with petroglyphs) in coastal waters near Hikinaakalā Heiau.

KI Response: The concern is with pilings that may be needed to support a bike/pedestrian bridge across Wailua River. If a cantilevered bridge is built, Cultural Surveys Hawaii (archaeological consultant) has indicated that the pilings would be at least 100 feet away. However, if a new bridge is needed, the pilings would be closer to the rocks, and more detailed study would be needed.

- There's a concern about pedestrian traffic now, but if the bike/pedestrian path is built, it would attract even more people.

KI Response: Although the path would generate more pedestrian and bicycle traffic, the path is also expected to channel movement through a corridor that's set aside for this purpose, thereby preventing people from going through the heiau and mitigating an unsatisfactory situation there.

- Aloha Beach Resort supports the path.
- What about a setback? DLNR suggested a 200-foot buffer. If that buffer cannot be provided, the path should be diverted away from the area.
- How did the condominium property acquire the site? Why was it done and how can it be corrected?

Response: When the County of Kaua'i acquired the property in 1992, the boundary line was already set. If the shoreline path is constructed, federal project funds can be used to acquire private property.

- Will the project meet ADA (Americans with Disability Act) requirements in the rocky area at the cove?

KI Response: The elevation change is gradual, therefore the path is expected to be ADA compliant.

- Isn't the call for a FONSI premature? What if the issues point to the need for an EIS? The FONSI is not a given.

Response: The EA format used in Hawaii calls for an anticipated determination. An analysis based on the prescribed "significance criteria" determined that a Finding of No Significant Impact is warranted.

- State and County governments are "ripping us off." Developers are not supposed to own the heiau. The site belongs to kanaka maoli. Don't put a path through a sacred site; it doesn't belong. Leave cultural sites alone.
- The path is for recreational purposes, but federal funds require a transportation purpose. How many people are using the Lydgate Park path?

KI Response: This project will link other bike/pedestrian path segments and link to bus routes—so it's a legitimate transportation facility. These types of facilities are being built all over the country and have not been challenged elsewhere.

- "I'll use it and others will too."
- Prefer path on Papaloa Road, but why make the road one way? Residents will be forced to make a dangerous turn. Wouldn't it be safer to turn the end of Papaloa Road into a cul-de-sac?

KI Response: Good idea—we'll study it.

- Is it possible to put the EA on a website?

Response: CDs are available. KI will look into making tonight's presentation available.

- What is the "active shoreline"?

KI Response: The active beach zone is the area subject to change because of tides, waves, and currents. It's determined, in part, by reviewing historic pictures that show changes in the beach—which our coastal engineers did from Wailua Beach to Waikaea Canal. The path is located in an area that the coastal engineers say is out of active beach zone.

- The path is winding and not a transportation corridor. It's recreational. Cultural sites should be taken care of.

- Please explain funding.

County of Kaua'i Response: The County is putting up the value of donated land as its 20% match. The path at Lydgate Park used the value of sweat equity as its 20% match. Keālia Kai is being built with land dedications. The value of that land is sufficient to provide matching funds for other project segments; however, it cannot be used for other purposes. Federal dollars are coming primarily from Transportation Enhancement funds—this is a pot of money to fund more creative (non-highway) projects.

- What is the amount of the dollar cap?

Response: The County of Kaua'i has about \$7 million in matching funds, which qualifies for about \$28 million in federal funds. \$2 million have been allocated for constructing the Lydgate-Kapa'a path.

- During winter storms, the ocean comes over the rocks. The path will hurt the integrity if the ecosystem and wildlife (turtles, seals). Alternative 1 is a gamble.
- I've walked the shoreline and it's very fragile. This issue can be resolved by going on Papaloa Road then bringing the path back to the shoreline (farther north). Bicycles shouldn't be whizzing by cultural sites.
- Maui has an all-coastline route that gets boring. If the County's costs go up by the time the project is built, what happens?
- The path is great. There's no safe place to bike. We're losing beach access. It's for the keiki. We can cooperate and work together to overcome obstacles. But keep off the cultural sites.
- What about emergency vehicles?

Response: Because this area is urbanized, emergency personnel would not have a problem reaching accident sites.

- The costs presented are for construction only. What about costs of enforcement, maintenance, security, etc?

County of Kaua'i Response: The mayor and council have said they will allocate resources necessary to operate the facility.

- Can the Seashell Restaurant setback be worked out?

Response: The developer has been cooperative and indicated a willingness to accommodate the path; however, he is not yet the landowner.

- Make the path go along the seaside most way, but given complications, it should take a mauka detour in the condo area.
- What about lighting? Portland lights its path 24 hours a day due to dark, rainy days and security issues.
- The vision was originally to build a coastal trail. Keep it that way. I want a path to make it easier to enjoy the beach; it's gotten harder for me to walk there. Don't let the condo owners say we can't walk by the sea.
- Regarding Kukui Heiau, would the County have to purchase the land? Can there be a trade? I want a coastal path so my grandchildren can go to the ocean, but we also have to respect Kukui Heiau
- I appreciate all the information and ideas to connect the neighborhoods. We must listen to the kanaka maoli and respect how they want to maintain sites along the coast. We need traffic enhancement. Unfortunately, some neighborhood organizations consider their own needs, and not the community at large.
- How will construction equipment be brought in? Which areas below/above slope?

KI Response: Answers will be figured out by contractors during the design-build phase.

- I walked the Kauai Sands Beach. There's not much sand there. How much sand will there be after the path? Not much, I suppose. It's too uncertain. Choose a different path.

Response: The path will be out of the active beach zone and designed (e.g., with boardwalks) to minimize any impact on ongoing beach processes (i.e., sand erosion or accretion).

- I'm concerned about the perpetuation and protection of our cultural practices. The island is growing fast. When I was a kid, roads were safe. Now it's crazy. Kids need a safe place to play, so I support the path. But I'm concerned about Kukui Heiau, which is not well taken care of. If people claim to own it, then respect it; not desecrate it. Now, the Lae Nani security guards confront people who pass by this area. I don't support a path near Kukui because of impacts on spiritual/cultural practices. But we need to have access. Route must benefit everyone (residents and visitors) in a way that doesn't take away from Kaua'i, take path away from cultural sites. Start to malama now. The condo used to maintain the heiau site before. The community needs to participate. I like the Papaloa Road idea.

- Who makes the decision?

Response: The mayor makes the final choice. The Special Management Area (SMA) permit requirement will trigger the involvement of Planning Commission. The council will be involved with any road alteration.

- What about maintenance costs?

Response: KI will develop a maintenance program and provide cost guidelines.

- The parks are a shambles. Where will dollars to maintain the path come from?

County of Kaua'i Response: The mayor and council are committed to approving the dollars needed to maintain the facility.

- At Lydgate Park, I've seen County maintenance vehicles push a mom and her baby off the path. I'm concerned about maintenance.
- Keep the parking spaces on Papaloa Road. Regarding Kukui Heiau, I'm unsure of how the path will go and what kind of landscaping. It must be sensitive to cultural practices.
- The path will lead to too much economic development impact on the cultural landscape. Environmental impact on the beach. The project is being pushed too fast. I don't support shops and stands along the path. What kind of enforcement will there be—will kids be safe?
- Alternative 3 is too dangerous especially for kids. According to the plan, there are three places to cross the highway. It could be deadly.

Although the question and comments period ended for the evening, Herb Lee reiterated that there will be multiple opportunities for public input as the project moves forward.

Mayor Bryan Baptiste made a closing statement on the history of the bike/pedestrian path and its value to the community, especially in preserving coastal access. He urged everyone present to work together and to contribute constructive ideas and energies.

Herb thanked all who attended. Kehaulani Kekua offered a pule to close the meeting.

Attendance Sheet
Public Information Meeting #3
 Lydgate Park-Kapa'a Bike/Pedestrian Path
 Thursday, July 1, 2004
 Kapa'a Middle School
 7:00 - 9:00 pm

Name	Affiliation
Richard Arfentz	
RICHARD LICHTI	
Dale Rosenfeld	Ke Ala Hele Makalae
Sherron Edwards	Kapa Sands
Glenn Medina	—
Caelin Fujita	
Robert Pater	
Ray Cassette	
SUSAN HONJIYO	
Marge Freeman	
LARRY CHAFFIN	PLANNING COMMISSION
Rayne Regush	—
Diane Zachary	—
Bev Brody	
James Some	

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Name	Affiliation
Marilyn + Jack Mackinnon	
Cindy Plemer	
Annaleah Atkinson	Na kahu o Hikina aka la
Bill + Rose Salm	Tae nani
MICHAEL + SUSAN HENRY	KAPAA SANDS
John Burns	Resident
Fred Bo	Resident WBU
MATTHEW HONJIYO	RESIDENT
Linda Ornellas	resident
Tim RYNUM	COK
Jeanne M. Ross	Lae Nani
Gerald Hirata	
Imanea	
Thomas Noyes	Friends of Kamalani + Lydgate Park
BOB MIDDLETON	

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Name	Affiliation
Owne Pūnōhū	ALOTHA BEACH RESORT
Rudy Niederer	HART BEACH
James & Maria Walkowitz	
David W. Shideler	Cultural Surveys, Hawaii
JOSHUA ATKINSON	
Julie Wirtz	
Greg Wirtz	
Bill Swaney	PRESIDENT; OWNER UNIT 8 KAPPA SANDS
Catherine Burns	Resident owner # 24 Kapa'a Sands
TERRY K. KOSIOWA	
Lynn Antoni	Resident of Makalapa Falls
Don & Carol Teter	Resident
Maxwell Moore	
Bruce Neft	resident
Miki Valencia	Lae Nani

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Name	Affiliation
Vicky & Wayne Thrift	Residents
Henry Kalia	"
KARU McLEON	RESIDENT
Ron WAGNIENE	VISITOR
Steven Kyow	DOT-HWY-Y
Jimmy Trojillo	

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Name	Affiliation
ALSON HARR	Lani Kai #11
Helen & Howard	Katie Fours Lani Palakiiwa
Dana & Dottie Bekeart	Lower Kapahi

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Name	Affiliation
Aaron Alapri	paieic Foundation
GARY BLAICH	self

Lydgate Park – Kapa‘a
Bike/Pedestrian Path

3rd

Public Information Meeting

July 1, 2004

Kapa‘a Middle School

***County of Kaua‘i, Department of Public Works
State of Hawai‘i, Department of Transportation
Federal Highway Administration***

Purpose of Today’s Meeting

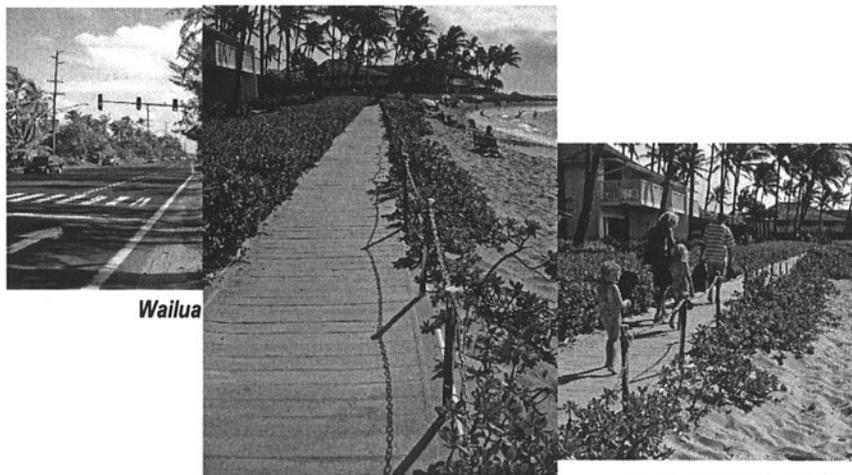
- ***Review material in Draft EA***
- ***Outline alternatives routes in three study areas***
- ***Discuss potential impacts and mitigation measures***

Alternative 1: Shoreline



- Located on County beach reserve between Wailua Beach Park and Kauai Coast Resort, except for portion at Lae Nani and Niu Pia Farms and other privately held properties
- Path along Kūhiō Hwy through town needs special treatment
- Niulani St – County acquisition of private road
- Requires shoreline setback variance and Special Management Area permit
- Estimated cost: \$2.83 million (excludes land acquisition)

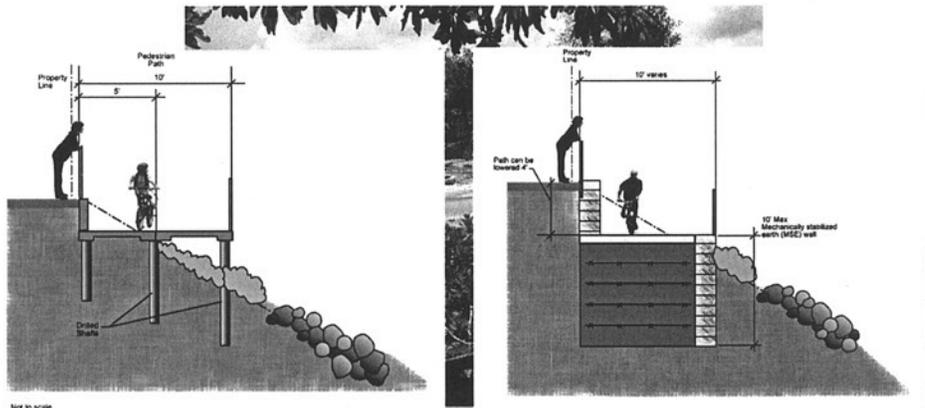
Alternative 1: Shoreline



Wailua

Boardwalk at Kiahuna

Alternative 1: Shoreline



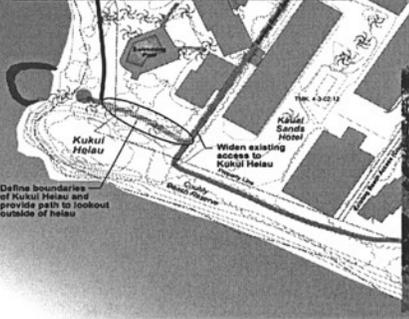
Not to scale

- Slope areas will need structural improvements
- Path can be located below grade in front of some condo properties
- Fencing for privacy and security

Alternative 1: Shoreline



- No adverse impact on wildlife expected (standard protocols)
- Path routed mauka of Kukui Heiau, but will need strip of land from Lae Nani
- Improvements would be coordinated with cultural caretaker groups; interpretive opportunities



Alternative 1: Shoreline

Summary of Issues and Mitigation Measures

Issues	Mitigation Measures
<ul style="list-style-type: none"> ■ Loss of Privacy 	<ul style="list-style-type: none"> ■ <i>Grade separation, low fencing to define boundary, not a picnicking area – only for thru movement</i>
<ul style="list-style-type: none"> ■ Ecological Impacts <ul style="list-style-type: none"> • <i>Seals & Turtles</i> 	<ul style="list-style-type: none"> ■ <i>Standard protocols exist to protect wildlife</i> ■ <i>Corridor currently used for lateral beach access</i>
<ul style="list-style-type: none"> ■ Cultural Impacts to Kukui Heiau 	<ul style="list-style-type: none"> ■ <i>Opportunity for Native Hawaiian cultural practitioners to define boundaries and protect heiau</i>
<ul style="list-style-type: none"> ■ Shoreline Construction <ul style="list-style-type: none"> • <i>Impractical to construct near beach</i> • <i>High cost because of terrain</i> • <i>Emergency access</i> 	<ul style="list-style-type: none"> ■ <i>Construction would take place outside of active beach zone</i> ■ <i>Higher cost of construction in limited area needs to be weighed against total cost</i> ■ <i>Not a remote area and emergency access available</i>

Alternative 1: Shoreline

Issues	Mitigation Measures
<ul style="list-style-type: none"> ■ Property Values 	<ul style="list-style-type: none"> ■ <i>Burke-Gilman Trail in Washington State, and paths elsewhere found that property values adjacent to path do not lose value over time</i>
<ul style="list-style-type: none"> ■ Safety and Security 	<ul style="list-style-type: none"> ■ <i>Only non-motorized access allowed</i> ■ <i>Presence of legitimate users deters crime</i> ■ <i>Rail to Trails study (400+ trails) found crime rate on & adjacent to paths to be extremely low when compared to crime rates in general</i>