

➤ The people of Kauai should have the opportunity to have a say - whether by poll or other means, as to whether this Kauai Bike Path system is something that is desired. Its pretty clear that the Lydgate project is largely unused, and when used, it is by visitors, and mainly nonlocal people/residents. Since there has been so much money put into this and the previous EA, not to mention the salary of County officials working on this project, why isn't a clear study of the need of this bikepath conducted? Why was the entire project segments not formally approved prior to beginning any one section?

➤ The local people here are expected to give up our traditional access routes and uses of beach areas for the purposes of enhancing the visitor experience. As once stated to myself, James Alalem by Kauai archaeologist Nancy McMahon of the DLNR, "visitors have more rights than local people" (personal communication, 2002). This present project is just one example of how our lifestyle and culture is continually threatened and adversely impacted for the visitor experience. The social engineering that is being attempted will likely result in further denigration of not only the visitor experience, but of the local and Native Hawaiian experience and attitudes towards visitors. Please be aware that by limiting and denigrating what is valuable to locals and Native Hawaiians, you are lowering the tolerance that we have towards further development, towards tourists and County Government. The EA makes NO MENTION on the impact expected on the local and Native Hawaiian people who make up the community. Why were more people not consulted? Why does government not consider the social impact that such development is likely to have on its people? By enabling more open space to be committed towards the visitor experience, there is a direct impact on the socio-cultural landscape and space that had already been in place.

➤ The lack of a thorough cultural and archaeological study of the Wailua area is disappointing and degrades the sacredness of the area, and disrespects the local and Native Hawaiian cultural traditions which will be further eroded by allowing any further changes to the natural, traditional coastal landscape. Waihuaniho'ano is likely THE most important, cultural, historical and spiritual complexes in the State of Hawaii. The Environmental assessment conducted was sparse and unacceptable. There was no mention at all of the impact of recycled plastic ware projected for a boardwalk on the sands of Wailua Bay. A study currently underway by Cultural Surveys Hawaii for related portions of Wailua should definitely be included prior to the final EA, in particular, regarding burials that were/are found on the Alternative #1 Plan to build a boardwalk on Wailua Beach/Bay sands.

➤ Should a bike path be approved, the only viable option from our perspective is Alternative #3, which runs on Kuamo'o road and on the mauka side of Coco Palms. This will avoid the irrevocable commitment of a natural resource, the coastline, and avoid archaeological sites on the sands of Wailua beach/bay. A boardwalk is a culturally insensitive construction on these sacred sands. Our children deserve to experience this pristine area as is for generations to come. Access to Lydgate can still be done through the Kuamo'o route for which there is more room and over the bridge to Leho drive.

➤ We agree with portions of a document addressed as:
COMMENTS BY:

LAE NANI, LANIKAI, KAPA'A SANDS AND HALE A WAPUHI RESORTS
PAPALOA ROAD, KAPA'A, KAUAI, HAWAII

In particular, we agree that "The shoreline path requires a finding that there may be a significant effect on the environment...constructed as a concrete path or boardwalk; the shoreline path does not satisfy the State's expressed goal of preserving valuable coastal ecosystems and exercising overall conservation by practicing stewardship in the protection, use, and development of marine and coastal resources...the shoreline path does not conform to CZM program goals to preserve, protect, and where possible, to restore the natural resources of the coastal zone of Hawaii...local law provides that no development, grading or alteration of any portion of the Shore District be permitted unless in conformity with the requirements of the law..."

The condominium residents are particularly concerned with the Shoreline path fronting these properties. We are also concerned that the Alternative #1 along the coastal area, including KUKUI heiau is unacceptable. Damage to archaeological sites, including the grinding stones identified as Site#890 (p. 4-72), would be eminent through construction here. The area surrounding KUKUI heiau should not be used for the bike path, and not compromised. However, a permanent right of way outside of the heiau should be provided by the county and the owners of Lae Nani, so that KUKUI heiau itself does not serve as a pathway from the Kapa'a Sands to the beach fronting Lae Nani and other condos.

A Kukui Heiau buffer zone needs to be respected and maintained. That is, Alternative #1 is not appropriate or acceptable as it encroaches within close proximity and within the so-called 200 foot buffer zone that should be established. The consultants and others have talked about the potential of this project for resolving the right-of-way problems of people using the heiau as a path to avoid walking near the Lae Nani property, and perhaps are seeking a "win-win" resolution. From our perspective, it is not their Kuleana to resolve this issue. Ala Kukui heiau should not be used as it presently is as a pathway, and any access should remain in its present state. An agreement between parties should maintain access which goes around the heiau. However, a bike path through the area will further damage the cultural integrity of the site, impact the traditional cultural practitioners, and the spiritual essence of the area. We agree with the need for a cultural impact statement for the Kukui heiau area. We agree that an archaeological inventory survey be conducted for the three alternative routes. Both of these were conducted by SSFM for the Kapa'a segment.

The Kimura EA cites "kama'aina" who have been consulted in compiling the "cultural impact assessment" (pp. 4-81 to 4-83). The number of people consulted, along with their backgrounds or relation to the area under consideration, namely Wailua, should be a part of any credible EA. The Draft EA as is, is not credible, and is another "slap-in-the-face"



KIMURA INTERNATIONAL

to the local and Native Hawaiian communities, the ancestral kupuna and ali'i of this most important sociohistorical and cultural area.

When will your report also include information shared between the Department of Transportation and the present bike-path studies? Why does the cart come before the horse on Kauai?

In closing, the Draft EA appears as a very shallow document concerning the Cultural, Archaeological and Social Impacts on the people of Wailua and Kawaihau. The coastal areas of Wailua should not be used for a 10-12 foot concrete or boardwalk bike-path. Using the mauka, alternative #3 would allow more space, while allowing those to take in the beauty of the mauka areas, while respecting the sands of the most sacred grounds in the State of Hawaii, namely Wailuanuihō'ano, the sands of Wailua should not be constructed for economic and visitor enhancement. They come here to experience our island for its natural beauty. We would like to see our coastline in its present state for our descendants for generations to come, not as a recreational facility for outsiders/visitors.

September 2, 2004

Mr. James Alalem
General Delivery
Kealia, HI 96751

Dear Mr. Alalem,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Review of the Draft Environmental Assessment

Thank you for your faxed letter received on July 8, 2004. Your comments will be reproduced verbatim in the Final Environmental Assessment. However, as planning consultant to the Kaua'i County Department of Public Works, we also have been asked to respond to questions and, where appropriate, summarize and clarify the comments made. Your comments are indicated by bullet points; responses are indented.

- A path should not be located on the sands of Wailua Bay because construction and recreational activities would disturb and disrespect the iwi kupuna (ancestral remains).
 - Ensuring traditional access routes is the responsibility of the County of Kaua'i and the State of Hawai'i; however, past decisions related to coastal development have not maintained adequate access.
 - Lateral access is available without a path. Indeed, a concrete path or boardwalk would constrain access. What will happen to those who want to reach the Wailua beach, and who normally park their cars on the north side of Wailua bridge or who park their cars near the old Sea Shell, with families and fishing gear?
- Neither of the two parking areas for Wailua Beach Park will be affected by the bicycle and pedestrian path. The path will make it easier for some people to travel across the beach, particularly people with physical handicaps, the elderly, very young children, and those pushing strollers.
- This project is an example of efforts to displace responsibility to ensure mauka-makai accesses remain under the County of Kaua'i for the people of Kaua'i.

There are five existing mauka-makai accesses in the two-mile project corridor. Some of these accesses may be improved under this project.

- Constructing a coastal bikeway will negatively affect the character and natural beauty of the land.
- One of the main purposes of the bike path is to enhance the visitor experience and to support economic development along the Wailua to Kapa'a coastline. The Kapa'a Business Association was largely consulted. The EA study should report the details of how such groups were involved so they can be held accountable.

A wide cross-section of the community was invited to provide input and consultations for this project were as inclusive as possible. The public outreach effort associated with this project included three public meetings and mailed notices to almost 200 addresses. In addition, several news articles and letters to the editor (pro and con) were published in the island's largest newspaper. Presentations and briefings were made to all groups that expressed an interest in this project.

- Mayor Baptiste stated (at the July 1, 2004 public meeting) that the path would not be used to generate more economic development, but there are no assurances that this will remain true in the future. Wailua should not become another Waikiki or Lahaina.
- The proposed path is expected to pass through or on the outskirts of areas that are already developed. Any new development would have to be consistent with the previously enacted zoning code. Any change in zoning must be justified and approved according to established procedures.

- Why does the County of Kaua'i need to add a new visitor activity?

- The people of Kaua'i should have the opportunity have a say as about whether the Kaua'i Bike Path system is something that is desired. The Lydgate project is largely unused, and when used, it is by visitors and mainly nonlocal people/residents. Why isn't a clear study of the need of this bikeway conducted?

The bike/pedestrian path is intended to be a community facility that is open to residents and visitors alike. At certain times of the day, the path at Lydgate Park is heavily used, which also indicates its popularity among locals who are more likely to use the facility after work and on the weekends. The desire for walking, jogging, and bicycling paths has come up repeatedly in the context of different plans (Statewide Comprehensive Outdoor Recreation Plan, Bike Plan Hawaii, Hawaii Health Initiative, and Kaua'i General Plan) and in the Ka Leo community

forums. Because the path's urban location will be convenient for local residents, the Lydgate-Kapa'a segment is expected to be well used.

We also note that a large section of the shoreline alternative, is located on land specifically reserved for public access amid resort and commercial development. Public walkways were required as conditions of development. If the shoreline alternative is selected, the project would provide consistency to the corridor.

- Why was the entire project segments not formally approved prior to beginning any one section?

The general concept of a shared use path from Nāwiliwili to Anahola does not require formal approval, but has been supported by successive County administrations. It was also publicly vetted through the planning processes for Bike Plan Hawaii and the Kaua'i General Plan.

- The EA makes NO MENTION on the impact expected on the local and Native Hawaiian people who make up the community (emphasis in original). Why were more people not consulted? Why does government not consider the social impact that such development is likely to have on its people?

Pages 4-81 through 4-83 discuss the findings of a cultural impact assessment prepared by Cultural Surveys Hawai'i. The County and FHWA are also engaged in consultations through the Section 106 process.

- Lack of a thorough cultural and archaeological study of the Wailua area is disappointing and degrades the sacredness of the area.

The Draft EA was informed by an archaeological assessment prepared by Cultural Surveys Hawai'i. This study was submitted to the State Historic Preservation Division (SHPD) for review on June 2, 2004. In a letter dated June 21, 2004, SHPD stated that "The background section and the boundary information were very informative and well written."

- The only viable option is Alternative #3, which runs on Kuamo'o road and on the mauka side of Coco Palms.

Your preference for Alternative 3 is noted.

Agreement with comments contained document produced by Lae Nani, Lanikai, Kapaa Sands, and Hale Awapuhi Resorts

- Shoreline path requires a finding that there may be a significant effect on the environment.

Section 11-200-12 of the Hawaii's Administrative Rules establishes "significance criteria" that are used to determine a Finding of No Significant Impact (FONSI). Chapter 7 of the Draft EA includes a discussion of each of the thirteen criteria. A FONSI does not require that there be no adverse impacts, but rather, that impacts not rise to the level of significance and substance, as indicated in the EIS Rules. Based on the experts consulted and review comments from various regulatory agencies, we have determined that, with appropriate impact minimization and mitigation measures, the project will not generate significant impacts.

- A concrete path or boardwalk does not satisfy the State's goal of preserving coastal resources and does not conform to CZM goals. Local law provides that no development, grading or alteration of any portion of the Shore District be permitted unless in conformity with the requirements of the law.

The Coastal Zone Management program (Chapter 205A, Hawaii Revised Statutes) has multiple objectives and policies. There is no out right prohibition of "development, grading or alteration of any portion of the Shore District." Rather, the CZM program requires that the conservation and protection of coastal resources be balanced against the responsible use and development of resources for the public's benefit.

- The area surrounding Kukui heiau should not be used for a bike path, and not compromised. However, a permanent right of way outside of the heiau should be provided by the county and the owners of Lae Nani, so that Kukui heiau itself does not serve as a pathway from the Kapa'a Sands to the beach fronting Lae Nani and other condos... The consultants and others have talked about the potential of this project for resolving the right-of-way problems of people using the heiau as a path to avoid walking near the Lae Nani property, and perhaps are seeking a "win-win" resolution. From our perspective, it is not their kuleana to resolve this issue.

- Alternative #1 is not appropriate or acceptable as it encroaches within the so-called 200 foot buffer zone that should be established.

The County is maintaining open lines of communications with the State Historic Preservation Division, condominium owners, and other stakeholders regarding the future of Kukui Heiau.

- Need for a cultural impact statement and archaeological inventory survey. Both were conducted for the Kapa'a-Kealia segment.

The Lydgate Park-Kapa'a segment was also studied in terms of cultural and archaeological impacts. Findings were discussed in the Draft EA.

- The number of people consulted (for the cultural impact assessment) along with their backgrounds or relation to the area should be part of the EA.

A list of consulted parties is attached to this letter and will be appended to the Final EA.

- When will your report also include information shared between the Department of Transportation and the present bike-path studies?

The environmental assessment for the Lydgate-Kapa'a bike/pedestrian path included data collected for the Kapa'a Relief Route project. Those technical studies will be reproduced as part of the Draft EIS for the relief route, currently scheduled for public release later this year.

Your comments are important to the County of Kaua'i and the environmental review process. Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.



Glenn T. Kimura

Cc: Douglas Haigh, Kaua'i Department of Public Works

Table 6. Contacts for Cultural Impact Assessment

Name	Affiliation	Contacted	Personal Knowledge (Y/N/D)	Comments
Abben, Judy	Wailua Houselots Resident	Y	N	Some knowledge of Wailua Houselots history
Aiu, Pua	Office of Hawaiian Affairs	Y	S	Made referrals
Aiu, Raymond	Wailua Houselots Resident; grew up in Wailua	Y	Y	Interviewed May 15, 2003
Akana, Kaipo	Kaua'i Archaeologist	Y	N	Made referrals
Ako, Valentine	Wailua Houselot Resident	Y	Y	Interviewed January 28, 2003.
Baptiste, Bryan	Kaua'i County Mayor	Y	S	Made referrals
Burgess, James	Wailua Houselot Resident	Y	S	"The past is history"
Bushnell, Andrew	Kaua'i Health Heritage Coastal Corridor Committee	Y	S	Made referrals
Bynum, Tim	Friends of Lydgate Park	Y	N	Concerned about splitting the Wailua Houselots community by putting in a highway. Also, concerned about ruining the character of Wailua River with second bridge. Invested in seeing cane haul road used for proposed Nāwiliwili to Anahola Bike Path.
Heacock, Don	State of Hawai'i, DLNR, Aquatic Resources	Y	S	Aware of native species such as 'o'opu, 'ōpae in Wailua River; knows of limited traditional gathering of freshwater fish; concerned about alien species taking over native species

Helela, David	<i>Nā Kahu o Hikinaakalā</i>	Y	S	Concerned about preserving view planes between Wailua Heiau, particularly between Poli'ahu and Malae Heiau
Hiyane, George	Life time Kapa'a Resident	Y	Y	Interviewed May 14, 2003
Ho'okano, Kemamo	Westside <i>kupuna</i>	Y	N	Made referrals
Ida, Gerald	Kaua'i Archaeologist	Y	N	Made referral
Ito, Marlene	Long time Kapa'a Resident	Y	N	Lives adjacent to Kūhiō Highway in Waipouli and is concerned about the traffic.
Kaiu, Isaac	Born and raised in Waipouli	Y	Y	
Kane, Dane	Born on Kaua'i; family from Waipouli	A		
Kaneakua, Beverly	Kapa'a <i>kama'āina</i>	Y	S	Made referrals
Kaneakua, William	Originally from longtime Kapa'a family	A		
Ka'ohi, Aletha	West Kaua'i Visitor's Center; west side <i>kupuna</i>	Y	N	Made referrals
Kapaka, La France	Kaua'i and Ni'ihau Island Burial Council; Office of Hawaiian Affairs, Kaua'i	Y	Y	Made Referrals
Kapeliela, Kana'i	DLNR, State Historic Preservation Division, Burials Division	Y	N	Made Referral

Kauka, Sabra	<i>Nā Kahu o Hikinaakalā</i>	Y	Y	Concerned regarding impact to Malae's buffer zones and impact to present day cultural practitioners; also concerned regarding impact to cultural viewplane between <i>heiau</i>
Kauo, Marlene	Kapa'a <i>'ohana</i>	Y	S	Made referrals
Kekua, Kehaulani	Kaua'i Heritage Center of Hawaiian Culture and Arts	Y	Y	Interviewed February 10, 2004
Kimoto, Ernest	Acting Director, Hawaiian Rights Division at Office of Hawaiian Affairs	Y	N	Made referrals
Kurihara, Mildred	Born and raised in Wailua [originally Tokigawa]	Y	S	Tokigawa's lived on Koki Road near rice fields of Wailua
Lizama, Helen	Long time Kapa'a resident	Y	S	Felt we should talk to the younger generation because they are the ones who will be affected
Lydgate, John	Long time Kaua'i family	Y	S	Concerned about potential impacts to Lydgate Park
Makanani, Atwood	Lifetime Wailua resident and cultural practitioner	U		
Makanani, Mabel	Resident of Wailua Houselots since 1950s	Y	S	Made referrals
Manea, Sally Jo	Long time Kapa'a resident	Y	N	Made referrals
McEldowney, Holly	State Historic Preservation Division	A		

McMahon, Nancy	State Historic Preservation Division/Kaua'i Island Archaeologist	Y	S	Burial concerns all through Kapa'a and Wailua; may have burial caves in uplands when considering upland routes
Morgan, Carol	Born and raised in Wailua Houselots	Y	S	Concerned regarding the future of Wailua Houselots
Moriarty, Linda	Raised in Kapa'a	Y	S	
Mukai, George	Lifetime Kapa'a resident	Y	Y	Raised in Pueo Camp [located at existing Kapa'a Bypass]; memories of adjacent land areas
Muraoka, Beverly	<i>Kumu Hula</i> in Wailua	Y	Y	Raised in Wailua, adjacent to Coco Palms; Interviewed May 16, 2003
Netzer, Dr. Roger	Long time Wailua Resident	Y	N	Concerned regarding cultural sites along the river including gravesites, <i>heiau</i> as well as view plane between <i>heiau</i> . Concerned for residence along Wailua River
Paik, Alice [formerly Morgan]	Lifetime resident of Kapa'a	Y	S	Interviewed May 14, 2003
Prigge, Joseph	Long time Kaua'i resident	Y	S	Made referrals
Rogers, Puanani	<i>Hui Ho'okipa O Kaua'i</i>	Y	S	Referred to Environmental Impact Study report for "Ocean Bay Resort" for Hanamā'ulu area
Shido, Kaname	Life time Kapa'a Resident	Y	S	Owner and operator of Shido Store in Kapa'a Town
Smith, Walter Jr. "Freckles"	Smith Boats, Lifetime Wailua resident	Y	Y	Concerned about second Wailua Bridge affecting so many people including Smith Tropical Gardens



June 28, 2004

Re: Mitigation for the Protection of Hou'ola and Hikino a Ka La Heiau

It is the position, and recommendation of the General Manager and the Historical Cultural Docent of the Aloha Beach Resort, that the following mitigations as pertaining to the potential for increased traffic at the heiaus due to the bike-path should be as such:

A barrier of at least a 4 foot distance from any pohaku (stone) contained within, on, or near the heiau, including abutting the footpath in front of Hou'ola. I personally have seen people with lawn chairs on it. The consensus is that it is a place of "refuge", so anyone can hang out there.

I personally go to these areas every day. The Heiaus proximity gives the management a feeling of stewardship over these two heiaus. We also conduct cultural classes here, to educate visitors on removing themselves from the heiaus and respecting them.

We feel that the Hotel, the State, and a designated non-profit group to care take should work in unison to better preserve these two heiaus. Weddings are often inappropriately performed here, as well as other questionable ceremonies. If a group care takes, the group should be mindful that holding ceremonies and a once a month clean up is not preservation. Restoration is preservation. The Hotel is willing to be a partner in this endeavor.

The restoration of the Hale o Laka heiau at Ke'e was highly successful, because its focus was on restoration, which involved the State agencies, and a private, non-profit working in harmony. That heiau has been almost completely restored.

The situation with the small footpath fronting Hau'olo is precarious; a better barrier and more signage are required all around both heiaus. It is vital that bikers using the bike path not use that area as a short cut to the road. Bougainville helps a little on the roadside, but not for traffic on foot and bicycle climbing over to the roadside, cutting through the hotel parking lot, or biking on the same small foot path circling Hau'olo.

We recommend blocking off and preserving these areas from this kind of impact. We will commit ourselves to these endeavors.

Respectfully,

Ron Kikumoto
General Manager

Anne Punohu
Historical/Cultural Docent

3-5920 Kuhio Highway Kapa'a, Kauai, HI 96746 Tel: 808.823.6000 Fax: 808.823.6666
www.abrkaui.com

Results of Community Consultation

Sokei, Taka	Kapa'a Resident	Y	Y	Knowledgeable about the Kapa'a and Waipouli areas; family formerly ran a dairy in Kapa'a
Summers, Molly	Hawaiian studies teacher at Kauai Community College	Y	N	Made referrals
Takamura, Ron	Wailua fisherman	A		
Trembath, Healani	<i>Alu Like, Ke Ola No Na Kupuna</i>	Y	N	Made referrals
Waialeale, Sonny	Waialeale Boat Tours Owner; Kauai's <i>kama'aina</i>	Y	Y	Did not believe road would be built in his lifetime
Wichman, Randy	Kauai Historic Preservation Commission Review; OHA-Native Hawaiian Historic Preservation Council	Y	Y	Expressed concerns regarding impact to Malaea, Pu'uki'i, cultural view plane of National Historic Landmark Wailua historic <i>lo'i, kalo</i> , Wailua Houselots and Nounou, swamps behind Kapa'a and Waipouli
Yent, Martha	Hawai'i State Parks Archaeologist	Y	S	Expressed concerns regarding the Wailua Complex of Heiau including buffer zones and view corridors
Yukimura, Jiro	Long time Kauai resident	Y	N	Made referrals
Yukimura, Joanne	Kauai County Council Member	Y	N	Suggested Kimura take a look at old railroad alignment that runs in the back of Waipouli as possible alternative and extending Kūhiō Highway fronting Coco Palms, extending the current Wailua Bridge and extending the current Kūhiō Highway south of Wailua River



Aloha Beach Resort
June 30, 2004
Page 2

Mahalo for your interest in this project. If you have any questions or further comments, please contact Douglas Haigh, project manager, at 241-6650.

Sincerely,
KIMURA INTERNATIONAL, INC.



Glenn T. Kimura

June 30, 2004

Mr. Ron Kikumoto, General Manager
Ms. Anne Punohu, Historical/Cultural Docent
Aloha Beach Resort
3-5920 Kūhiō Highway
Kapa'a, HI 96746

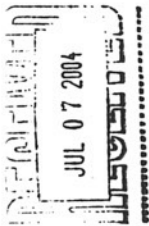
Dear Mr. Kikumoto and Ms. Punohu,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Review of the Draft Environmental Assessment

Thank you for your letter dated June 28, 2004. Kimura International is the lead consultant for the County Department of Public Works which is sponsoring the project. On behalf of the County, we want to acknowledge your concerns about increased traffic at Hikinaakala Heiau and Pu'uhooua o Hauola and recommendations for better barriers and signage and the preservation and restoration of these sites.

As you may have read in the project's Draft Environmental Assessment, the planning team also recognized the possibility that the heiau could be seen as a shortcut and, therefore, considered an alignment that would clearly demarcate a pathway that bicyclists and pedestrians could use to go around the heiau. We thought a well-planned and screened route would be preferable to the existing situation where people seeing a worn footpath through the heiau regularly enter sacred areas—whether inadvertently or not. We consulted with officials from the State Parks Division, but they rejected any improvements in the vicinity of the sites, so this option was dismissed from further consideration. Because the heiau are located on State property, the County cannot take any independent action. The County's jurisdiction ends at the parking lot. At the same time, the County has made many improvements to Lydgate Park over the years and is willing to work with the State to improve the interface between different resources in the area.

In terms of the bike/pedestrian path, the project's start point is away from the heiau site, at a cul-de-sac mauka of Aloha Beach Resort. Signs will be installed to clearly inform users how to reach this location from within Lydgate Park in order to cross Waiua River and continue northward on the path. The County will consult with you during the design-construction phase of the project to develop appropriate language for the signs and identify the most effective locations for them.



Lydgate Park-kapa'a Bike/Pedestrian Path

Annaleah Atkinson
5285 Ihilani Pl.
Kapa'a, HI 96746

I recommend that the bike path go inland from the Shell Station, then return to a shore line beyond the heiau.

Sometime in the past, a mistake was made granting individual ownership of this historical sacred site. While it is not the purpose of this letter to discuss that error and how to correct it, we can at least be sure that no further affronts to the heiau, the Hawaiian culture, and God be made.

For whether you call God God, or Akua, Jehovah or Ku, God knows the intent and knows His name. If this heiau had four walls and a steeple, people might perceive the situation differently. It certainly wouldn't have a pin already in place within the walls. This heiau was built with the sweat and spiritual devotion of the Hawaiian people, and deserves the dignity that the Hawaii State Constitution Article IX Section 9 was written for. **"The State shall have the power to conserve and develop objects and places of historic or cultural interest and provide for public sightliness and physical good order. For these purposes private property shall be subject to reasonable regulation."** Physical guidelines have been set, and the planned bike path touching Keala Kukui would not meet those guidelines.

To say that federal funding is only available to mitigate the heiau situation may be an untruth, and certainly shouldn't be necessary if state law was followed to protect Keala Kukui.

The bay area is fragile looking, and the ocean is strong. I can visualize future difficulty if the path were to be built into the existing cliff area.

The other side of the coin is that there is a beautiful view of Sleeping Giant from Papaloo Rd., the road behind the heiau. Variety is nice.



August 11, 2004

Ms. Annaleah Atkinson
5285 Ihilani Place
Kapa'a, HI 96746

Dear Ms. Atkinson,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Public Review of the Draft Environmental Assessment

Thank you for your comments on the proposed bike/pedestrian path. We want to acknowledge your preference for a bike path that follows an inland route near the Shell Station, but follows the shoreline past Kukui Heiau.

I would also like to address your comment regarding federal funding. What we stated at the public meeting on July 1 is that federal funds to implement the bike/pedestrian path could also be used improve current conditions at Kukui Heiau; conditions that are unsatisfactory to many people. We did not intend to give the impression that project funds are the *only* means by which the heiau situation can be resolved since alternative funding sources may be available.

Your comments are important to the County of Kaua'i and the environmental review process. Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works

Lydgate Park-Kapa'a Bike/Pedestrian Path

Public Meeting #3
Thursday, July 1, 2004

Name: Dana Bekeart
Address: 4636 Iwaeoa Lp Kapaa

Comments:

I strongly endorse ALTERNATIVE #1.

My Reasons (1) #1 maximizes shoreline access ^{to} the Waihua-Waipouli coastal area; (2) It looks ^{like the} least costly ^{build-out} alternative; (3) #1's maintenance costs look reasonable (by my guess); (4) The greatest number of people ^{--visiting visitors--} would have enjoyment with alt. #1; (5) The land to be used ^{with #1} is PUBLIC LAND for whom the public -- ^{the} ~~most~~ greatest and ^{most} ~~entitled~~ ^{entitled} groups -- has ^{the} ~~most~~ greatest and ^{most} ~~entitled~~ ^{entitled} to its benefits; (6) #1 is the most natural for such a coastal community.

Thank you. Please leave comments in the reception area, or take an addressed stamped envelope and mail by (postmark) July 8, 2004.

Kimura International, Inc. 1600 Kapiolani Boulevard, Suite 1610 Honolulu, HI 96814

(7) Safety and security and ecological (?) concerns would be best addressed with #1.

-over-

Alternative #2 (a) would be used much less, (b) it could be more costly than the other two for security and maintenance, (c) it is unsafe for people not in automobiles

Alternative #3 (a) threatens the general public ~~for~~ ^{loss} of the necessary coastal access along ^{these} lands that are for the general welfare (b) and it does not maximize all the benefits which that area has for public enjoyment, (c) #3 is most hazardous for its users (who would face automobiles!)



KIMURA INTERNATIONAL

Lydgate Park-Kapa'a Bike/Pedestrian Path

**Public Meeting #3
Thursday, July 1, 2004**

August 11, 2004

Ms. Dana Bekeart
4636 Iwaena Loop
Kapaa, HI 96746

Dear Ms. Bekeart,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Public Review of the Draft Environmental Assessment

Thank you for your comments submitted at the public meeting on July 1. We want to acknowledge your endorsement of a bike/pedestrian path along the shoreline for the reasons provided.

Your comments are important to the County of Kaua'i and the environmental review process. Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works

Name: Dorothy Bekeart
Address: 4636 Iwaena Loop, Kapaa

Comments:

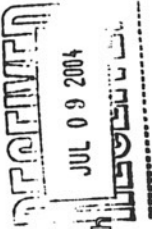
I support a Lapa'oa Road ~~loop~~ route. There is a lot of shore line that is part of the bike path and the intrusion on the tight spaces of Waipahi that would damage the integrity of that shore isn't worth it. However it is very important to correct the Kauhū Heiau problem using whatever funds are available. I would think that Lā'ā Nani would support this boundary adjustment and would perhaps even donate the land.

Thank you. Please leave comments in the reception area, or take an addressed stamped envelope and mail by (postmark) July 8, 2004.

Kimura International, Inc. 1600 Kapiolani Boulevard, Suite 1610 Honolulu, HI 96814



KIMURA INTERNATIONAL



Lydgate Park-Kapa'a Bike/Pedestrian Path

JUL 09 2004

Public Meeting #3
Thursday, July 1, 2004

August 11, 2004

Ms. Dorothy Bekeart
4636 Iwaena Loop
Kapaa, HI 96746

Dear Ms. Bekeart,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Public Review of the Draft Environmental Assessment

Thank you for your comments submitted at the public meeting on July 1. We want to acknowledge your support for a bike/pedestrian path along Papaloa Road to avoid space limitations along the Waipouli shoreline. We also want to note your support for remedial action at Kukui Heiau.

Your comments are important to the County of Kauai and the environmental review process. Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works

1600 Kapiolani Blvd., Suite 1610
Honolulu, Hawaii 96814
Tel (808) 944-8848 • Fax (808) 941-8999

Name: GARY L. BLAZICH

Address: P.O. Box 1434

Kilauea, HI

Comments:

Path from Nawiliwili to Anahulu Topographic AT
for residents + visitors.

In the sand area - bike path ↔
bidirectional on Papaloa; modest pedestrian path
along beach. Maybe some of county's shoreline lands
could be given back to condos in trade for some
additional land (small amount) for a better buffer of
heiau

Bike racks on Papaloa road for ^{folks} who want to park
+ check out beach

* make path more modest (less expensive) so
it could be used for more paths (e.g. the mauka canal-side
paths) and land acquisition (for example part or all of the parcel

Thank you. Please leave comments in the reception area, or take an addressed stamped envelope and mail by (postmark) July 8, 2004.

Kimura International, Inc. 1600 Kapiolani Boulevard, Suite 1610 Honolulu, HI 96814

owned by the Jasper family North of Otsukai,

* The "Yukimura" path mauka of Pono Kai is a simple

6' (8'-10'?) wide, asphalt path that's received

zero maintenance over the years & is still fabulous,

~~the~~ wonderful public asset!

You can tell I love paths & lateral

access.

I promise to bring my extra bike

when path is paved & take Glenn Nickens

for a ride.

Mahalo for all your good work.

Gary J Blain

Lydgate Park-Kapa'a Bike/Pedestrian Path

Public Meeting #3
Thursday, July 1, 2004

Name: GARY BLAIN

Address: P.O. BOX 1434

Kilauea, HI 96754

Comments:

① Path from Anahola to New Wiliwili - terrific!!

② Coastal = terrific!

However in the condo area - coastal may be too costly
Papaloa would be a suitable alternative

① may be an opportunity to save some \$ to be

used on other aspects of the trail. ② could be
③ Goma avoid and wash out (see #2 below) site
Having the path on the coast in the condo area

① may bring too many people to sensitive
heiau area & to sensitive eastern, rocky
point of the condo bay - which offers nice
solitude now ② may wash out in hi surf.

If the path is on the coast in front of
the condos, maybe it should only be pedestrian
& not for bikes

Thank you. Please leave comments in the reception area, or take an
addressed stamped envelope and mail by (postmark) July 8, 2004.

Kimura International, Inc. 1600 Kapiolani Boulevard, Suite 1610 Honolulu, HI 96814

③ Let's use this project to get more protection for the

Heiau
Thanks for your fine work on a great project!!
G. J. Blain



August 11, 2004

Mr. Gary L. Blaich
P.O. Box 1434
Kilauea, HI 96754

Dear Mr. Blaich,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Public Review of the Draft Environmental Assessment

Thank you for the comments submitted at the public meeting on July 1 and by mail. We want to acknowledge your preference for a bike/pedestrian path on Papaloa Road, combined with a more limited pedestrian path along the shoreline. We also note your support for paths along the canals and for the overall East Kauai system envisioned to extend from Nawiliwili to Anahola.

Your comments are important to the County of Kaua'i and the environmental review process. Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works

1600 Kapulani Blvd., Suite 1610
Honolulu, Hawaii 96814
Tel (808) 944-8848 • Fax (808) 941-8899

In Sum:

Coastal all the way

except use papuloa rd + keep bike path off the coast there.

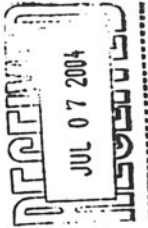
Public access is available

Public can move laterally on the beach

I like make canal options!

footpaths/Bikeways!

Keep Papaloa 2 way



Lydgate Park-Kapa'a Bike/Pedestrian Path

**Public Meeting #3
Thursday, July 1, 2004**



Name: NANCY CANDELA
Address: 3-3400 KUHIOWAY A311, LIHUE, HI 96766

Comments:

After reading the response prepared by Mr. Swerney on behalf of the Waialeale Bay Area Council, I cannot believe that the beach path would even be considered! Not one item I've read refers to the path being for "transportation" only, "recreation". If our delicate environment/ecology continues to be ignored, the loss would be catastrophic. Forget what someone writes, think of the good of the community + future generations!

Thank you. Please leave comments in the reception area, or take an addressed stamped envelope and mail by (postmark) July 8, 2004.

Kimura International, Inc. 1600 Kapiolani Boulevard, Suite 1610 Honolulu, HI 96814

August 11, 2004

Ms. Nancy Candela
3-3400 Kuhio Highway, A311
Lihue, HI 96766

Dear Ms. Candela,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Public Review of the Draft Environmental Assessment

Thank you for your comments on the proposed bike/pedestrian path. We want to acknowledge your opposition to the shoreline alignment.

In response to your comment that "not one item I've read refers to the path being for "transportation", three of the seven points presented as project rationale are related to transportation purposes (see Draft Environmental Assessment, Chapter 2). Among the points discussed: (1) improved safety for pedestrians, bicyclists, and others using non-motorized modes of transportation (by providing a facility that is separate from motor vehicles), (2) increased choices among alternative modes of transportation (where perceived safety increases the likelihood of walking or bicycling), and (3) greater connections among destination nodes (where the proposed routes link population centers and places people want to go to, such as beaches, parks, and shopping centers). A fourth point notes that the pathway concept is rooted in many years of community and transportation planning, as evidenced by documentation in the *Kaua'i General Plan* (2000) and *Bike Plan Hawaii* (1994, 2003).

Your comments are important to the County of Kaua'i and the environmental review process. Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works



Lydgate Park-Kapa'a Bike/Pedestrian Path

**Public Meeting #3
Thursday, July 1, 2004**

Name: LARRY CHAFFIN, FAIA-LE

Address: PO BOX 1165, KOLOA, HI 96756

Comments:

IN SEVERAL EARLY SIDES, YOU MENTIONED

"BELOW GRADE" OR AT LEAST REFERRED TO

"GRADE."

MY QUESTION, WHAT ^{SPECIFIC} GRADE - WHERE :

PLEASE DEFINE GRADE @ WHAT SPECIFIC

LOCATION.

THANKS VERY MUCH FOR YOUR PATIENCE.

KEEP UP THE GOOD WORK!

L. Chaffin

August 11, 2004

Mr. Larry Chaffin
P.O. Box 1165
Koloa, HI 96756

Dear Mr. Chaffin,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Public Review of the Draft Environmental Assessment

Thank you for your comments submitted at the public meeting on July 1, 2004. We appreciate your suggestion that reference points are needed when using the terms "below grade" and "grade," and will provide more specific contexts when using these terms.

Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works

Thank you. Please leave comments in the reception area, or take an addressed stamped envelope and mail by (postmark) July 8, 2004.

Kimura International, Inc. 1600 Kapiolani Boulevard, Suite 1610 Honolulu, HI 96814

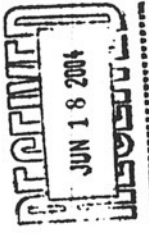
June 14, 2004

Dear Mr. Kimura,

Thank you for your invitation to the public information meeting on 7/1/04 regarding the Proposed Routes for the Bike/Pedestrian Path Project. I'm sending a copy of my 3/22/04 letter to Douglas Haigh.

I still feel my points in the letter are very important consideration. After the County Surely the path segment along the highway across from the old Coco Palms site will provide users an adequate viewing of bay vista.

Also the fact that many of the properties along Papaloa Road Search-front now house permanent residents should be another consideration for using the Papaloa Road Route. Most Sincerely



Mr & Mrs. William Crowley



June 23, 2004

Mr. and Mrs. William Crowley
9 Buggy Whip Drive
Palos Verdes Peninsula, CA 90274-5008

Dear Mr. and Mrs. Crowley,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapaa
Public Review of the Draft Environmental Assessment

Thank you for your letter dated June 14, 2004. We want to acknowledge your support for a bike/pedestrian path along the highway across from the Coco Palms Resort and along Papaloa Road.

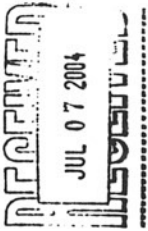
Your comments are important to the County of Kauai and the environmental review process. Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura

Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works



Lydgate Park-Kapa'a Bike/Pedestrian Path

Public Meeting #3
Thursday, July 1, 2004



Name: SHARREN EDWARDS
Address: PO Box 1965, Lihue, HI 96744
Comments: FROM THE EA DRAFT

Having attended 2 of the Public Meetings and a couple
Annual meetings where Kimura's Country reps
Say the majority want the Shoreline, I
had the time to read each Verbatim Comment
and each letter written to Kimura. I focused
on the Paparua Road Area specifically and
counted ONLY those comments that said the
route should be along the Shoreline or Paparua.
Specific to Shoreline 4 Verbatim, 2 letters;
Paparua RE 20 Verbatim, 48 letters; other (Not specific
to #1 or #2) 72

To Using Specific Comments to #1 or #2 Shoreline 8%
Paparua RE 92%

Thank you. Please leave comments in the reception area, or take an addressed stamped envelope and mail by (postmark) July 8, 2004.

Kimura International, Inc. 1600 Kapiolani Boulevard, Suite 1610 Honolulu, HI 96814

Where are all the letters and comments to Kimura's the Country are referring too?

August 11, 2004

Ms. Sharron Edwards
P.O. Box 1965
Lihue, HI 96744

Dear Ms. Edwards,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Public Review of the Draft Environmental Assessment

Thank you for your comments on the proposed bike/pedestrian path.

I want to address your comment that "Kimura and County reps say the majority want the shoreline." Speaking for myself and my firm, we have never expressed a preference for any of the three alternatives, nor have we attributed a preference on behalf of the County or the public as a whole. Similarly, I have not heard any County representative, speaking in an official capacity, claim that the majority supports the shoreline alternative. We have stated repeatedly that our objective is to examine the three alternatives. Equally strenuous efforts are being made to determine the viability of each. There are pros and cons to each one, and we have endeavored to disclose them as clearly as possible. Our efforts to refute misconceptions or address concerns related to any of the alternatives should not be seen as an endorsement of that alternative. Rather, it is our intent to shed light on this issue from as many sides as possible.

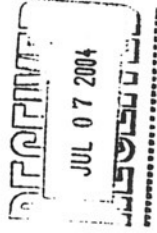
Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works

1600 Kapiolani Blvd., Suite 1610
Honolulu, Hawaii 96814
Tel (808) 944-8848 • Fax (808) 941-8999



LYDGATE PARK-KAPAA BIKE PATH

Public Meeting #3 July 1, 2004

Margery Freeman
6448 Kaahele St.
Kapaa, HI 96746



August 11, 2004


Ms. Margery Freeman
6448 Kaahele Street
Kapaa, HI 96746

Dear Ms. Freeman,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Public Review of the Draft Environmental Assessment

Thank you for your comments on the proposed bike/pedestrian path dated July 1, 2004. We want to acknowledge your preference for the inland route behind Coco Palms for the reasons provided.

Your comments are important to the County of Kauai and the environmental review process. Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works

COMMENTS-

Of the alternatives presented for the Kapaa portion, I prefer the path behind Coco Palms (the inland or wetlands path) for several reasons:

1. Since the rest of the path will be along the coast it would be an interesting alternative to go through the wetlands. Eventually there will be many birds there.
2. There are many complications to using either of the more coastal routes: condos, the Bull Shed, roads to cross, parking areas and congestion. Even with the most coastal route there are places where it must go inland.
3. The coastal route would put structures on the side of the bank that would ruin the beautiful views from Mailua Beach.
4. Many tourists walk along the coastal route every day so it is more congested.
5. The wetlands route would allow access to stores without crossing busy streets.
6. The wetlands route would be more natural and leave open the possibility to eventually having a kayak access on the waterways.

Marge Freeman

6448 Kaahele St. Kapaa, HI

Nancy Nishikawa

From: Keoki [kawaikeoki@hawaii.rr.com]
Sent: Monday, July 05, 2004 2:58 PM
To: projects@kimurainternational.com
Subject: Lydgate Park to Waia'kea Canal (Kapa'a town) Path.



Kimura International, Inc.
1600 Kapiolani Boulevard, Suit 1610
Honolulu, HI 96814

RE: Multipurpose Path section from Lydgate Park to Waia'kea Canal.

Aloha, as a avid bicyclist, both road and mountain bike, and a person who supports the idea of the Multipurpose Path, I would like to express my opinion on the route for this section.

I am adamantly opposed to the shoreline route that takes the path in front of the old Shell House, and along the shore line near the heiau at Alakukui point. There is no logical reason to choose this route. A more intelligent choice would be to follow Papalooa road in front of the shell house and the housing units that front the beach. The path could then go makai in the area of the Coconut market place with no disruption to Hawaiian sacred sites or the lives of those who live along the route.

Mahalo nui loa
Keoki Gosselin
5034 Haleiilo Road
Kapa'a, HI 96746
808-822-0426

YES, I AM RIDING IN THIS YEARS PARADISE RIDE HAWAII! to raise funds for our HIC/AIDS Service Agencies. Please consider sponsoring me at <http://www.paradisridehawaii.org> click on sponsor rider, search for George "Keoki" Gosselin rider # 307!
Mahalo Nui Loa (Thank you very much!) to those of you who have already done so.

August 11, 2004

Keoki Gosselin
5034 Haleiilo Road
Kapaa, HI 96746

Dear Mr. Gosselein,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Public Review of the Draft Environmental Assessment

Thank you for your comments on the proposed bike/pedestrian path sent by electronic mail on July 5, 2004. We want to acknowledge your opposition to the shoreline route and preference for an alignment along Papalooa Road.

Your comments are important to the County of Kaua'i and the environmental review process. Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works

1600 Kapiolani Blvd., Suite 1610
Honolulu, Hawaii 96814
Tel (808) 944-8840 • Fax (808) 941-8899



JUL 09 2004

July 2004

To: The Honorable Mayor Bryan Baptistie

"Kaua'i Deserves a Coastal Path..."

"Ke Ala Hele Makalae - Kauai's Health and Heritage Coastal Trail" has evolved since the vision was begun 25 years ago, and has been nurtured by many people on Kauai: A coastal trail from Ke'e in the north to Polihale in the southwest. The current name for this path translates from Hawaiian as "The Way to Go on the Coast."

The goals for this trail are to:

- Promote health and fitness
- Enhance access to culturally significant areas
- Preserve historic railroad corridors
- Provide alternative transport routes
- Protect shoreline access for residents and visitors, including those with mobility impairments

The committee that convened 7 years ago to help bring this to reality has been proactive in the design, funding, and execution of this trail. We respectfully request that the committee members of Ke Ala Hele Makalae remain part of the creative team as the County of Kauai moves forward in implementing the vision of the "coastal" path. Specifically, we ask that we be kept informed as the plans unfold, and that we be asked for our input as decision making opportunities arise. Our current input includes requesting that the third section of the path continue on the coast.

Our committee is dedicated to listening to the general public's wishes, and to all of the varied potential users of the trail. In public meetings local people have made their preferences known. When asked what they felt the elements of a perfect path would be, the number one answer was to keep the path on the coast. The second response was to keep the path safe and away from the roads.

Fortunately, in most instances the public's access to the coast has been protected by the establishment of beach reserves or by requiring public access along the shore in front of resort development. The section constructed in the Lydgate Park area was successfully placed along the coast, and the section from Kapaa to Kuna Bay will be started shortly, also along the coast. As we continue through the developed area between Lydgate Park and Kapaa at the Waika'e Canal, we would like to maintain the vision of Ke Ala Hele Makalae and keep the path along the coast.

There is public land along the ocean in front of the condominiums and resorts from the former Seashell restaurant (across from Coco Palms) to the Kaua'i Coast Resort (formerly The Beachboy). Past that point there is vacant land zoned for hotels where lateral coastal access will most certainly be required whenever development occurs.

We would like to alleviate the concerns of the condominium owners on this section. The draft EA provided by Kimura International concludes no significant environmental impact and no seawalls or construction in the active shoreline was ever considered. The condo owners also express anxiety about impacts on their security or property values. Yet extensive studies show that property values along these types of paths either remain the same or increase. Other studies show that as community members use the path, security actually increases and less crime occurs adjacent to a path.

We can create this coastal trail next to the ocean. Significant amount of public land already exists there; the path is largely off existing roadways and is the only alternative that does not encounter a difficult highway crossing. Our coastal path is a legacy for our island; let it provide coastal access for everyone regardless of personal land ownership.

Respectfully submitted by the below named members of the Ke Ala Hele Makalae Committee.

Members' Names:

Dale Rosenfeld

Bev Brody

Laurie Ho

Jo Manca

Tim Bynum

Jimmy Trujillo

Laurel Brier

Robert Measei, Jr.

Rayne Regush

Cc: Kimura International
The Garden Island



July 1, 2004

Mr. Douglas Haigh
Kauai Department of Public Works
4444 Rice St., Suite 175
Lihue, HI 96766

Dear Mr. Haigh:

I received notice of a Public Information Meeting on the Lydgate Park-Kapa'a Bike/Pedestrian Path, and although I am unable to attend, I would like to reiterate my views on the proposed routes. As a frequent visitor to Kauai, I am very concerned with preserving the beauty and environment of your lovely piece of paradise.

Dear Members of the Ke Ala Hele Makalae Committee,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Public Review of the Draft Environmental Assessment

Thank you for your comments on the proposed bike/pedestrian path. We want to acknowledge your request that the path continue on the coast, consistent with the coastal alignment in the Lydgate Park area and from Kapa'a to Kuna Bay. It is further noted that a coastal trail would be located primarily on public land and would maintain lateral public access.

Your comments are important to the County of Kauai and the environmental review process. Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works

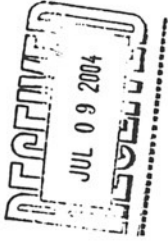
I feel that a path in front of the properties on Turtle Bay from Kauai Sands property to Wailua Bay would impact the beach in a very negative way. The beach there is so narrow that a path would use up most of it and would prevent the use of the beach for residents and visitors alike. As you know, the beach is a popular spot for Hawaiians to swim, fish, gather seaweed and picnic. And, of course, visitors to that particular area, both human and marine, love it for many reasons too. Sea turtles feed there several times a day.

Having been in Kauai during some rather severe storms, it also occurs to me that a path probably would be damaged and would have to be rebuilt repeatedly. Disturbing the area would also seriously degrade the fragile eco-structure of the small beach and reef making a storm's impact more severe.

Thank you for your consideration of my concerns and the concerns of others who love Kauai.

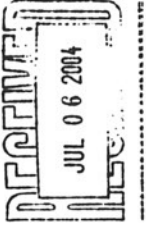
Rosalie M. Lynch
4828 Arapaho Trail
Billings, MT 59106

cc: Mr. Glenn Kimura
Kimura International
1600 Kapiolani Blvd., St. 1610
Honolulu, HI 96814





July 2, 2004



August 11, 2004

Ms. Rosalie M. Lynch
4828 Arapaho Trail
Billings, MT 59106


Dear Ms. Lynch,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Public Review of the Draft Environmental Assessment

Thank you for your comments on the proposed bike/pedestrian path dated July 1, 2004. We want to acknowledge your concerns regarding a path along the beach from Kauai Sands to Wailua Bay, including potential impacts on wildlife, coastal activities, and storm damage.

Your comments are important to the County of Kaua'i and the environmental review process. Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.


Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works

Glenn Kimura
Kimura Intn'l, Inc.
Honolulu, HI 96814


Comments regarding Bike/Pedestrian Pathway route from Lydgate to Waikaea

As a property owner that will be near the proposed route I am interested and supportive of this project advocated by the mayor. However some property owners have become used to no public using the beach in front of their condos or the County owned shoreline.

All of us who moved to these wonderful Islands knew the beaches and shoreline were available to all of us to enjoy. To now deny a reasonable access path is not in keeping with the spirit and law of the "beaches being free" for all to enjoy.

Also, I use the existing pathway in Kapa'a; finding it a preferred alternative to walking along the Kuhio highway.

Thank you for the opportunity to comment on this project.


Dennis MacCumber

P. O. Box 1236
Kapa'a, HI 96746



August 11, 2004

Mr. Dennis MacCumber
P.O. Box 1236
Kapaa, HI 96746

Dear Mr. MacCumber,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Public Review of the Draft Environmental Assessment

Thank you for your comments on the proposed bike/pedestrian path dated July 2, 2004. We want to acknowledge your support for a reasonable access path on the County-owned shoreline, and your preference for pathways that do not require walking along the highway.

Your comments are important to the County of Kaua'i and the environmental review process. Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works

1600 Kapiolani Blvd., Suite 1610
Honolulu, Hawaii 96814
Tel (808) 944-8848 • Fax (808) 941-8999

July 2, 2004

Glenn Kimura
Kimura International
1600 Kapiolani Blvd. Suite 1610
Honolulu, HI 96814

Aloha:

This letter is intended to provide testimony in favor of the coastal route for the proposed Lydgate Park-Kapaa Bike/ Pedestrian Path.

The value and desirability of Kauai as a destination and residence will be enhanced by the continuation of the Path along the coastal route. I feel that this route will be safer and more secure because of the presence nearby residences and hotels which will discourage vandalism and inappropriate uses such as motorbike riding, drinking and dumping of rubbish. The route along the highway could be dangerous. The average speed along the Marketplace is 45 mph, even though the posted speed is 25. The inland route, while offering beautiful vistas and a pleasant course, would be easily accessible to motorbikes and inappropriate uses, and would provide another area for people to dump old cars and refrigerators. Because there are no houses along the way, any type of "neighborhood watch" program would not be possible.

As a member of Ke Ala Hele Ma Ka Lae, I am committed to the original concept of a COASTAL path. I feel we should do whatever is necessary to assure that this plan as outlined in the Kauai General Plan and Bike Plan Hawaii is realized.

Sincerely,

Sally Jo Manca
6415 Oloheua Road
Kapaa, HI 96746



August 11, 2004

Ms. Sally Jo Manca
6415 Olohena Road
Kapaa, HI 96746

Dear Ms. Manca,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a
Public Review of the Draft Environmental Assessment

Thank you for your comments on the proposed bike/pedestrian path dated July 2, 2004. We want to acknowledge your preference for a coastal path which is perceived to be safer and more secure compared to a route along the highway.

Your comments are important to the County of Kaua'i and the environmental review process. Mahalo for your interest in this project.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

Cc: Douglas Haigh, County of Kauai, Department of Public Works

1600 Kapiolani Blvd., Ste. 1610
Honolulu, Hawaii 96814
Tel (808) 944-8848 • Fax (808) 941-8999

From: Robert Measel, Jr [rmeaselhi@aloha.net]
Sent: Monday, August 09, 2004 1:42 PM
To:
Cc: Dale Rosenfeld; Kauai Nursery & Landscaping, Inc.
Subject: 08-09-04-RMj-Lr. Kimura Int'l.re.bridle paths-Lydgate-Kealia

Robert Measel, Jr.
6308A Kaahele Street, Kapaa, Kauai, Hawaii'i 96746
Telefax: 808 822-2068 Email:

August 9, 2004

Kimura International
1600 Kapiolani Blvd., Ste. 1610
Honolulu, Oahu, Hawaii 96814
Tel: (808) 944-8848

Subject: Equestrian (Bridle) Paths to be incorporated in some areas of Ke Ala Hele Makalae Coastal Pedestrian and Bike (Trail) Pathway.

Aloha Glenn T. Kimura and all:

I am writing this letter to serve notice to the fact that members of the Ke Ala Hele Makalae committee, which also set on the Bridle Path committee have just been informed that there are no considerations for Bridle Paths into the extensions from the main pathway (those feeding up into the Sleeping Giant Mountain area facing the ocean) going up into Wailua House Lots and Park, at a meeting held August 2, 2004 with Doug Haigh. That nothing is mentioned within the EA for the section of the pathway from Lydgate Park to Kealia. The Bridle Path committee members present at this meeting were, Dale Rosenfeld, Lelan Nishek, and myself.

We were all three shocked that no mention of equestrian (Bridle) Paths for the inland route portions to be established within the Ke Ala Hele Makalae coastal path. When, in fact, Dale Rosenfeld and I, together with Lelan Nishek have been very vocal at ever meeting with regards to areas that Horseback riding was and would be appropriate.

Clearly, during a meeting held by Kimura International at the Kapaa Middle School wherein a mapping session was held and the bridle pathways were drawn into the scheme of things. There are even pictures taken of that event showing the presents of Lelan Nishek, Dale Rosenfeld and I believe myself too.

The Bridle Path committee members have always known nor did we expect to be incorporated within all the areas of the proposed Coastal Pedestrian/Bike Corridor but we do expect to be involved in those areas that are appropriate for such activities.

Kimura International
Lydgate-Kealia portion

8/10/2004

Page # 2, continued:

Specifically, we are wanting horse access from Sleeping Giant down the Ag road abutting Bette Midler's property and along the canals, and when the next phase is planned we could connect to Kealia where there is planned bridle paths along the coastal areas to Anahola. This would eventually allow horse enthusiast to ride from Wailua Homesteads out to Anahola and back.

Please respond to this matter. We are now aware that the comment period has past, however, the preferred route was not announced until after the comment period was over.

This matter was critical to the Bridle Path committee and we so stated so many times to the Kimura Group. And a fairly easy condition to resolve at this stage of this section of the whole coastal corridor. Thank you for your time and considerations.
Sincerely,

Robert Measel, Jr.
Bridle Path committee member

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August 13, 2004

Mr. Robert Measel, Jr.
6308A Kaahele Street
Kapaa, HI 96746

Dear Mr. Measel,

Proposed Bike/Pedestrian Path, Lydgate Park to Kapa'a

Thank you for your letter dated August 9, regarding the inclusion of equestrian or bridle paths within the preferred project alignment. In developing plans for a shared use path, we operated under the assumption that the facility should serve the widest range of possible users. Members of the Ke Ala Hele Makalae Committee have been a consistent source of support and ideas for this project. We have appreciated this input and tried to incorporate them in order to increase the project's value to the community.

At the same time, we have collected information and feedback from government agencies and private groups and individuals through the environmental assessment process, and, over time, have gained a more realistic understanding of what is feasible. In balancing desires and constraints, the equestrian element was found to be inappropriate for the largely urban conditions present in the Kapa'a segment. I want to review four factors that influenced this determination.

Project Purpose. A primary purpose of the Lydgate Park to Kapa'a segment was to accommodate alternative modes of transportation. Given the urban context of the project corridor, a key objective was to make it easier and safer for people to get to the places they want to go to without using automobiles. The facility was seen as a particularly important asset for children, seniors, and physically handicapped persons. While these users are not necessarily incompatible with horse riders, it highlighted the need for adequate separation between user groups.

Wetlands. Early in the environmental assessment process, we considered locating the path through wetlands that are prevalent mauka of Waipouli and Kapa'a. The image of boardwalks as an ecologically sensitive way to enjoy wildlife habitat was an appealing one. However, we learned that any intrusion into wetlands would trigger additional