



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
530 SOUTH KING STREET, ROOM 202
HONOLULU, HAWAII 96813-3065
TELEPHONE: (808) 768-5010 • FAX: (808) 768-5011

AGENDA

Ma'ō Organic Farms - Town Hall Meeting
Hosted by Councilmember Tom Berg

Thursday, April 28, 2011
5:00 p.m. - 9:00 p.m.

Introduction

Welcome

Councilmember Tom Berg

KOLEKOLE PASS: EMERGENCY ACCESS

FLOODING: DURING AND AFTER STORMS

TRULY AFFORDABLE ONE-STEP UP HOUSING

ORDNANCE REMOVAL AND CLEANUP

THE FUTURE OF MILITARY LAND ON THE COAST

PESTICIDE USE AND PUBLIC SAFETY

THE IMPACTS OF RADIATION AND RF

AGRICULTURE: LEGISLATIVE SOLUTIONS TO CHALLENGES

NEIGHBORHOOD BOARD CANDIDATES (Contested Seats for 2011-2013)

[one minute per candidate]

OPEN DISCUSSION AND PUBLIC FORUM

Ground Rules: Due to time constraints and the importance of the issues, please limit your questions and/or comments to under a minute to allow everyone time to speak. Time permitting, we can allow individuals a second

ADJOURNMENT @ 9PM

YOUR KOKUA NEEDED: ALL PERSPECTIVES ON EACH OF THESE ISSUES ARE WELCOMED AT THIS MEETING. ATTENDEES ARE ENCOURAGED TO PARTICIPATE AND SPEAK OUT, INCLUDING COMMENTARY ON THE PROPOSED INDUSTRIAL PARK IN NANAKULI. ALL PERSONS SPEAKING SHALL BE HEARD AND RESPECTED IN A SPIRIT OF ALOHA, WITHOUT FEAR OF INTIMIDATION. THIS POSITIVE, CONSTRUCTIVE, INCLUSIONARY ATMOSPHERE WILL BE STRICTLY ENFORCED.



RESOLUTION

URGING THE HAWAII STATE LEGISLATURE TO PROVIDE THE CITY AND COUNTY OF HONOLULU ALL PROCEEDS OF THE COUNTY SURCHARGE ON STATE EXCISE TAX NOT NEEDED TO ADMINISTER THE SURCHARGE.

WHEREAS, the Council enacted Ordinance 05-027, establishing a one-half percent surcharge on the state general excise and use tax (hereinafter "county surcharge") to fund a mass transit project pursuant to Act 247, Session Laws of Hawaii (hereinafter "SLH") 2005 (hereinafter "Act 247"), the proceeds of which are collected by the State; and

WHEREAS, Act 247 provides that the State shall deduct ten percent of the gross proceeds of a respective county's surcharge to reimburse the State for the costs of assessment, collection, and disposition of the county surcharge incurred by the State; and

WHEREAS, the City began receiving county surcharge proceeds in Fiscal Year 2007; and

WHEREAS, according to a department of taxation report, the State collected \$187,903,947 of county surcharge proceeds for fiscal year 2008 and retained \$18,790,395 of that amount as its reimbursement for the costs of assessment, collection, and disposition of the county surcharge; and

WHEREAS, according to the department of taxation figures for the fiscal year 2009, the State collected approximately \$178,729,000 of county surcharge proceeds and retained ten percent of those proceeds; and

WHEREAS, the most recent department of taxation annual report required by Act 213, SLH 2007, details the level of staffing and funding necessary to administer county surcharge collections, identified 23 positions costing \$749,876 for fiscal year 2008 and 20 positions costing \$700,508 for fiscal year 2009 that support the collection of the surcharge; and

WHEREAS, based on the above, the amounts being retained by the State each year are grossly in excess of the funding needed to collect the surcharge, amounting to between \$17 million to \$18 million in unwarranted payments in the most recent years for which data on the county surcharge are available; and



RESOLUTION

WHEREAS, the Council finds it unconscionable that the State annually keeps millions of dollars of county surcharge proceeds to reimburse itself for costs related to administering the surcharge which are far less than the ten percent retained by the State; and

WHEREAS, the Council further finds that retention by the State of millions of taxpayer dollars intended to fund a mass transit system but not used for the transit system undermines the justification for establishing the county surcharge and weakens the city's ability to implement a successful mass transit system; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that it urges the Hawaii State Legislature to immediately amend State law to reduce the amount of the county surcharge retained by the State to more closely approximate the cost of collecting and disbursing the county surcharge; and

BE IT FURTHER RESOLVED that in order to determine the amount needed, the Legislature is requested to provide that the cost of administering the surcharge be subject to verification by independent audit; and



RESOLUTION

BE IT FINALLY RESOLVED that copies of this Resolution be transmitted to all members of the Hawaii State Legislature, the Governor, the Mayor, the Managing Director, and the Director of the Department of Budget and Fiscal Services.

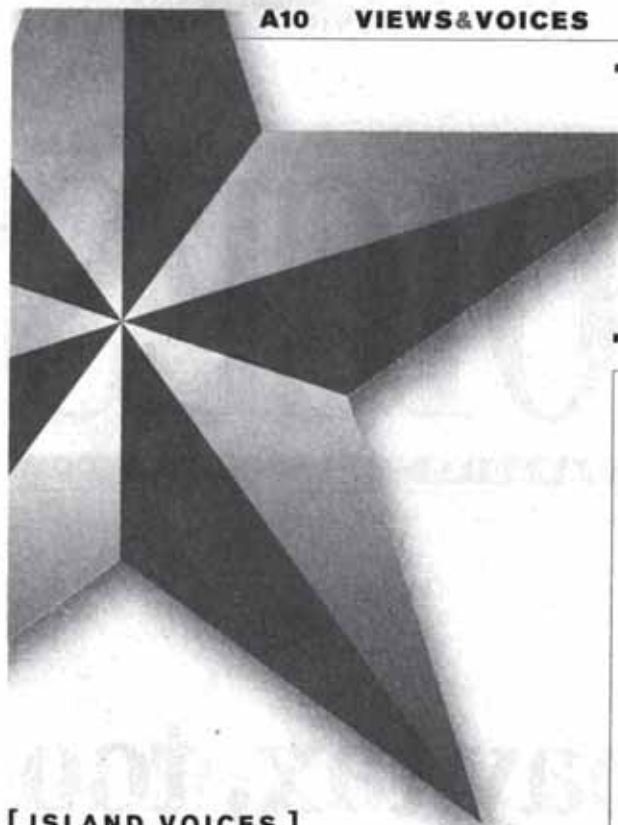
INTRODUCED BY:

Tom Berg

DATE OF INTRODUCTION:

March 23, 2011
Honolulu, Hawaii

Councilmembers



[ISLAND VOICES]

Stop state from using city's rail fund as its own piggy bank

BY TOM BERG

PERHAPS IT was inevitable that the multibillion-dollar rail transit endeavor, Hawaii's largest-ever public works project, would bring out the greedy side of our otherwise dedicated state politicians. But that can't possibly make it acceptable, especially when the No. 1 funding mechanism for the rail project is being exploited through systematic fleecing of rail tax collections before any money even makes it to the city.

The ploy was set into motion when the Hawaii Legislature in 2005 passed House Bill 1309 (Act 247) to allow the rail project to advance on Oahu. Begin-



Tom Berg is the city councilman for District 1 (Ewa-Kapolei-Leeward Coast).

ning in 2007, the half-percentage point increase in the general excise tax, known as the "rail surcharge," has been improperly used to balance the state budget. For the last four years, the state has been collecting an administrative services fee to

projects statewide. But there's still time to fix this arrangement. The House Finance Committee has a bill currently being considered — Senate Bill 1426 SD2 — which unwarrantedly proposes to take \$200 million from the rail fund in a borrowing

scheme. I suggest a "gut and replace" maneuver to the bill: Remove the language that takes \$200 million in another money grab, then insert language that allows for an administrative fee to withhold only that amount which is needed to process the rail surcharge.

The administrative fee surplus is expected to shortchange the rail project by \$300 million.

process the surcharge levied on Oahu purchases.

As a Legislature staffer who helped advance the rail tax authorization bill, I remember that when the legislation was adopted, the state had little to no idea what the cost would be to administer this tax. As a result, the overly generous, arbitrary "guesstimate" of 10 percent was applied against the gross revenues as an administrative assessment. Averaging \$16 million per year above the real cost to collect the rail surcharge, this administrative fee surplus is being deposited into the state's general fund and is expected to shortchange the voter-approved rail project and city taxpayers by \$300 million during the life of the rail tax that expires in 2022.

Star-Advertiser readers can probably surmise that the state doesn't need nearly that big a cut to collect and process taxes for the city. Indeed, highly informed sources tell me that the state needs to retain only 3 percent or less to break even on the favor it's doing the city.

But "greed" is the operative word here, and sadly, "bad faith" is the byproduct. The rail fund is still being used to finance pet

Under no circumstances was Act 247 sold to the public to be a profiteering scheme for the state to make money off the rail endeavor. Yet year after year, both the Legislature continues to approve budgets that siphon crucial millions from rail construction.

NOW THAT the \$3.7 billion price tag narrowly approved by voters in 2008 has exploded to \$5.5 billion, the rail project's financial plan is in big trouble. Tax collections are down. Federal funding for rail from a penny-pinching Republican Congress is uncertain, to say the least. And city officials are being told by the feds and by City Council members to keep their hands off the budget for TheBus in order to find rail funds. Worse yet, city officials have notified the Council that we will need to approve issuing of bonds to make up the cash flow shortfall.

That's how bad things are looking. So if we are still going to do rail, we need to do it right. The Legislature needs to stop raiding the city's rail fund and taxpayers need to demand that they get their money's worth from a broken system.



RESOLUTION

REQUESTING THE CITY AUDITOR TO IMMEDIATELY INVESTIGATE THE PROCUREMENT OF THE "CORE SYSTEMS" FOR THE CITY'S RAIL PROJECT AND URGING THE MAYOR AND THE CHIEF PROCUREMENT OFFICER TO UPHOLD THE PROTEST OF THE AWARD OF THE CORE SYSTEMS CONTRACT TO ANSALDO HONOLULU.

WHEREAS, the City recently awarded a contract to the highest bidder Ansaldo Honolulu ("Ansaldo") to design, build, operate and maintain the City rail project's "core systems," which include 80 train cars and a system control center; and

WHEREAS, Ansaldo, a joint venture between AnsaldoBreda and Ansaldo STS, was awarded the contract over two competitive proposals, one by Sumitomo Corporation of America ("Sumitomo"), and the other by Bombardier Transportation ("Bombardier"), the latter of which would have saved the City hundreds of millions of dollars; and

WHEREAS, Ansaldo's winning proposal would cost the City \$574 million to design and build the core systems, \$167 million to operate and maintain the train on the completed portion of the rail project during an interim period through 2019 ("interim period"), \$339 million for the first five years of full operation and maintenance of the systems, and \$317.6 million for an option to extend the operation and maintenance of the systems ("optional extension") for another five years; and

WHEREAS, Sumitomo's proposal to design and build the core systems was \$688.8 million, the price for the interim period was \$286 million, the operation and maintenance of the systems for the first five full years of operation was \$228.1 million, and the optional extension was bid at \$248.1 million; and

WHEREAS, Bombardier's proposal would cost the City \$697.3 million to design and build the core systems, the costs for the interim period would have been \$86.6 million, the first five-year costs for operation and maintenance of the systems would have been \$176.2 million, and the optional extension was priced at \$203.4 million; and

WHEREAS, the evaluation of the proposals submitted by the three proposers was based on a variety of factors, including price, past experience, performance, and the proposers' management team; and

WHEREAS, Bombardier has more than 100,000 train vehicles in operation in 25 countries; and



RESOLUTION

WHEREAS, Sumitomo has more than 20 years of experience installing commuter rail vehicles in this country; and

WHEREAS, it has been reported that in other places in the world AnsaldoBreda has had problems delivering train vehicles it had contracted to deliver in a timely manner and that met specifications, for example:

- (1) It has been reported that in 2003 AnsaldoBreda won a contract from the Los Angeles County Metropolitan Transportation Authority to deliver 50 light-rail vehicles by June of 2007 but delivered only 19 vehicles by January 2009, and even those vehicles were 5,000 to 6,000 pounds overweight; and
- (2) Danish train company DSB has said that AnsaldoBreda was behind schedule in delivering 14 trains by 2009, delivering only eight trains, only three of which were operational and even those had problems;

and

WHEREAS, while Bombardier's design and build bid was higher than Ansaldo's, its total bid for the design, building, operation and maintenance of the core systems was \$1.16 billion, significantly lower than Ansaldo's \$1.4 billion bid; and

WHEREAS, Bombardier's proposal also includes plans to: (1) assemble 65 train cars on Oahu, creating an estimated 150 full-time local jobs, most of which will become permanent local jobs maintaining the train cars; and (2) create training programs at the University of Hawaii and Leeward Community College to train residents for jobs with the train system; and

WHEREAS, Ansaldo will assemble all of its train cars on the mainland and will not provide local jobs or training programs similar to those that Bombardier proposes to provide; and

WHEREAS, the Council has raised a number of questions and concerns regarding the award of the core systems contract to Ansaldo including the following: (1) Ansaldo has had a spotty performance record with respect to the trains it has contracted to deliver to other train authorities; (2) the design and build portion of the contract was weighted as being seven times more important than the operations and maintenance portion which gave an advantage to Ansaldo, even though its operations and maintenance costs for the interim period and the optional extension far exceeded the same costs for Bombardier and was significantly higher than those costs for Sumitomo;



RESOLUTION

(3) Ansaldo's design and build price dropped from \$679.8 million in June 2010 to \$574 million in February 2011, while its operations and maintenance price went up by about \$100 million; (4) Bombardier's second best and final offer ("BAFO") was rejected because it allegedly included an inappropriate condition regarding a change in the indemnification clause, even though, according to Bombardier, it was not a condition but merely a request for clarification and despite the fact that the alleged condition was included in Bombardier's first BAFO without causing Bombardier's proposal to be rejected; and

WHEREAS, because of the problems and concerns with the procurement of the core systems and the award of the contract to Ansaldo, Sumitomo has indicated that it will protest the award of the contract; and

WHEREAS, all of the above-cited concerns and questions require a thorough investigation of the procurement of the City rail project's core systems or alternatively a cancellation of the award of the contract to Ansaldo; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that it requests the City Auditor to immediately investigate and audit the procurement process used by the City to award Ansaldo the contract for the core systems for the rail project to determine if it was fair and yielded the greatest benefit to the City's taxpayers; and

BE IT FURTHER RESOLVED that the Mayor and his Chief Procurement Officer are urged to uphold the protest applied to the core systems contract as the alleged facts overwhelmingly indicate that the process was not fair and not in the best interests of the people and taxpayers of Honolulu since other bids provide for all the rail cars be assembled out-of-state instead of providing local jobs; and

BE IT FURTHER RESOLVED that the Mayor and his Chief Procurement Officer award the contract to the bidder whose proposal will best serve the interests of City residents and taxpayers giving greatest deference to the lowest bidder and equal weight on all phases of contract including design and construction of the rail cars and the operating and maintenance expenses that yields the creation of the greatest number of guaranteed jobs for the residents of Hawaii; and

BE IT FURTHER RESOLVED that the Council limit the budget for the Honolulu Authority for Rapid Transportation to just one dollar for fiscal year 2012 budget and place a freeze on all spending by HART until the protest is resolved and a new Request for Proposals for the core systems contract has gone out for rebidding; and



RESOLUTION

BE IT FINALLY RESOLVED that copies of this Resolution be transmitted to the Secretary of the United States Department of Transportation, the Administrator of the Federal Transit Administration, the Mayor, Managing Director, Director of Budget and Fiscal Services, Director of Transportation Services and City Auditor.

INTRODUCED BY:

TOM BERG

DATE OF INTRODUCTION:

APR 11 2011

Honolulu, Hawaii

Councilmembers

Berg: Hawaii Profiteering Off Honolulu Taxpayers

By Robert Brown

04/20/2011

The Hawaii Legislature knows how to strike a deal.

Of the \$681 million raised by Honolulu's rail tax to date, the state has kept 10 percent, or \$68 million.

The money is used by the Legislature to "collect and assess" the tax by the state Department of Taxation, according to 2005's Act 247, which authorized the surcharge.

But some Honolulu officials - or one, anyway - says the state is taking advantage of Oahu taxpayers.

"Long story short on this, is that each and every year since 2007, the state has been profiteering off of the rail surcharge, placing such money into their general fund to balance their budget of which is used and expended," Honolulu City Council District 1 Representative Tom Berg told Civil Beat.

This week Berg found support for his argument in a Dec. 2008 Tax Department report. He said he hadn't seen it before unsuccessfully arguing last week that the council should ask the state to return excess money not needed to process the tax.

The tax was authorized in 2005. Act 247 was allowed to pass into law without former Gov. Linda Lingle's signature, to fund "public transportation systems."

Honolulu used the act to raise the General Excise Tax by 0.5 percent to help pay for the city's proposed rail project.

A previous version of this story said that former Gov. Linda Lingle signed Act 247 into law. This was incorrect. Lingle allowed the act to become law without her signature.

Former Honolulu Mayor Mufi Hannemann brokered a deal with Lingle to have the state collect the tax, which went into effect in 2007.

As a stipulation of the deal, the state would keep 10 percent of all generated funds in order to "reimburse the State for the costs of assessment, collection, and disposition," according to the act.

But as it turns out, the Hawaii Department of Taxation requires far less than the 10 percent it takes to assess the tax.

According to the 2008 Department of Taxation Annual Report detailing the level of staffing and funding necessary to "administer the county surcharge collections," the total amount budgeted for fiscal year 2008 came to \$749,876. For the following fiscal year, the department budgeted \$700,508.

The money was used for 19 permanent positions and four temporary positions in FY 2008 and 19 permanent positions and one temporary position in FY 2009.

In just 18 of those 24 months, from Jan. 1, 2007 through June 30, 2008, the

state kept a total of about \$24.2 million from the \$241.7 million tax collected.

But over the two-year period, the Department of Taxation only required about 0.6 percent, or \$1.5 million, for salaries.

Yet, when the Department of Taxation made an additional request for \$233,000 for computer support "needed to administer the County Surcharge tax," the request was denied by the Legislature.

Berg says that the excess money placed in the general fund not needed by the Department of Taxation goes to projects on other islands.

"It's not dedicated, it's not earmarked," Berg said. "So the fact that it goes into the soup, of the plasma, the blood of the taxpayers, it feeds all the neighbor islanders' needs."

On April 14, Berg introduced a resolution "Urging the Hawaii State Legislature to Provide the City and County of Honolulu all proceeds of the County Surcharge on state excise tax not needed to administer the surcharge."

But only Council member Ikaika Anderson and Council Chair Nestor Garcia voted with Berg to pass the resolution. (Garcia voted with reservations.)

When Civil Beat asked House Speaker Calvin Say whether the Legislature would consider such a proposal, he replied: "At this point, no, because we're short of cash too. I'm not going to BS you, I'm just going to give you a straight answer because we're even looking at capping the TAT. So everything is fair game while we're in session."

Say said there is nothing unethical about sending Oahu taxpayer monies to other islands, because when neighbor island visitors come to Honolulu, they pay that same tax as residents.

Berg emphasized that this is not a pro-rail, anti-rail issue.

"This thing is not about being pro-rail or anti-rail," Berg told Civil Beat. "I've heard people who are anti-rail saying, 'Good, I don't want the money going to the rail.' That is not what this is about. It has to do with the principle of government, that's why I'm a Tea Partier. It has to do, not with political affiliation... What we have here is an example of bad government. Government acting in bad faith. Government fleecing and profiteering in bad faith. And I'm calling them out on it."



Adrienne LaFrance/Civil Beat

▶ ONE STEP UP HOUSING

SHIPPING CONTAINERS CONVERTED INTO EXTREMELY LOW-COST TEMPORARY HOUSING FOR THE WORKING HOMELESS ON OAHU

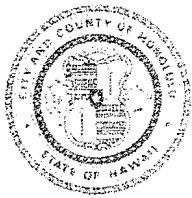
Honolulu City Councilman Tom Berg's proposed One Step Up Housing system is comprised of shipping containers converted into a variety of homes that can be rapidly and effectively deployed to deal with homelessness and even disaster relief. Working with sponsoring landowners in five year increments, this private sector solution is part of an integrated strategy to address the virtual nonexistence of truly affordable homes to shelter the working homeless. Hawaii's existing reliance on high cost single family homes and apartment buildings has thus far precluded innovation with lower-cost housing approaches which can meet the needs of individuals and families who could afford to pay rents which are closer in cost to car payments than mortgages or typical apartment leases.

Using easily transported and rapidly deployed, standardized shipping containers as a basis for truly affordable housing is sustainable because there are hundreds, if not thousands, of such containers sitting unused at ports across Oahu. Upcycling these containers and giving them a second life as a house for someone may require some changes to City land use ordinances and regulations (building and residential codes, plus the housing code) which currently favor more traditional, expensive building approaches. At a minimum, each home is like a studio apartment, outfitted with a bathroom containing a shower, toilet, and sink. More deluxe homes can accommodate families through provision of additional bedrooms and kitchenettes. These are modular, efficient spaces which can be readied for occupancy for a fraction of the typical cost of labor and materials for a standard dwelling unit.

Villages can be organized into units of several dozen attractive container homes, much like mobile home parks, grouped into subgroups of ten to fifteen dwelling units. Units would be spaced out sufficiently in order to provide space for privacy of occupants and for expansion. Centralized modular utilities to support these groupings of homes will be located in each village. Such modules would include connections to water supply, sewer, and electricity. Garbage collection and launderette are options being considered. The sponsoring landowner would provide the land for the village, the container homes, and the support services. The entire project would be eligible for a substantial tax deduction in line with the sponsor's investment.

The City's Department of Community Services which currently administers Section 8 housing seems ideally suited to administering the One Step Up Housing system, helping to ensure that the working homeless are properly vetted and routinely monitored for the duration of their stay. Though these villages are intended to have a life of five years at a particular location, it is expected that occupants would stay for no longer than two years before being able to pay market rates in the rental housing market.





CITY COUNCIL
CITY AND COUNTY OF HONOLULU
530 SOUTH KING STREET, ROOM 202
HONOLULU, HAWAII 96813-3065
TELEPHONE: (808) 768-5010 • FAX: (808) 768-5011

TOM BERG
COUNCILMEMBER
HONOLULU CITY COUNCIL • DISTRICT I
PH: (808) 768-5001
FAX: (808) 768-5011
EMAIL: tberg@honolulu.gov

March 16, 2011

The Honorable Neil Abercrombie
Governor
State of Hawaii
Hawaii State Capitol
415 S. Beretania St., 5th Floor
Honolulu, Hawaii 96813

Dear Governor Abercrombie:

As you and your administration make your disaster preparedness assessments, it is crucially important that the Kolekole Pass Road -- *closed since January 21, 2011* -- be repaired and reopened as soon as possible.

Last week's tsunami event, which necessitated the evacuation of a large percentage of Waianae Coast residents, further underscores the urgent need to make this highway operational again.

As you are surely aware, the Kolekole Pass Road is the Waianae Coast's only emergency evacuation route over Kolekole Pass to central Oahu. However, since January, the road has had some washout problems due to very heavy rain storms that currently make it impassable at a certain point, *but certainly not unrepairable*.

The road's maintenance is currently divided between the Army and Navy at the top of the pass. It is on the Navy's side where the road repair is desperately needed. In the "old days" it was maintained by Navy Seabees (engineers), but more recently by NAVFAC Hawaii based at Pearl Harbor as directed by Navy Region Hawaii. The road repair and maintenance hasn't been done because the Navy says they have "no money".

Mindful of the State's revenue shortfall, there needs to be a meeting between your office and Navy Region Hawaii as soon as possible to look at using FEMA money. Such an approach is justifiable, as the functioning of Kolekole Pass Road is a very critical Civil Defense Route and Homeland Security issue. Should Farrington Highway be shutdown again, which could happen at any time, this threatens to be a large scale disaster on numerous levels – food supply, emergency medical care, as well as human life.

The Honorable Neil Abercrombie
March 16, 2011
Page 2

A federal police officer who has been stationed at the Lualualei Gate for a very long time related an event to my office in which he and his colleagues counted approximately 4,000 cars passing through their gate, in bumper to bumper traffic, navigating the mountain road from Waianae to Central Oahu after Farrington Highway had to be closed. Future improvements to this road are sure to be needed. And I plan to follow up with you about those needs at a later time. But in the meantime, we simply need to get that road open again before disaster strikes.

Please help to prevent a certain nightmare scenario for the Waianae Coast. As a policy matter, we are grateful that the Kolekole Pass Road is available in emergencies. But with the road presently disabled since January, we are destined to be caught flat-footed.

If there is anything that I or my office can do to facilitate the organizing of a meeting and/or the drafting of a request to FEMA, please let me know.

Your cooperation and assistance is greatly appreciated.

Aloha,

A handwritten signature in black ink that reads "Tom Berg". The signature is stylized with a long horizontal line extending to the left of the name.

TOM BERG
Councilmember – District 1
Ewa Beach, Kapolei, Waianae Coast

TB:er

Espression, Gemma

From: GM@HawaiiN.com
Sent: Thursday, April 28, 2011 11:14 AM
To: tomberg00@yahoo.com; Espression, Gemma
Cc: esouza_khmn34@yahoo.com; eric@studioryan.com; mahina1999@yahoo.com; 'Philmund Lee'
Subject: MATERIAL FOR TONIGHT - Status of Waianae Coast Transportation Studies and Projects
Attachments: waianae_report_Draft_3.pdf; WCEmerAccess-1.jpg; WCEmerAccess-2.jpg; WCEmerAccess-3.jpg; WCEmerAccess-4.jpg; WCEmerAccess-5.jpg



waianae_report_Draft_3.pdf (2 ...)



WCEmerAccess-1.jpg (672 KB)



WCEmerAccess-2.jpg (507 KB)



WCEmerAccess-3.jpg (540 KB)



WCEmerAccess-4.jpg (548 KB)



WCEmerAccess-5.jpg (583 KB)

Subject: On the Status of Waianae Coast Transportation Studies and Projects

FYI:

REPORT TO THE 2002 HAWAII STATE LEGISLATURE On the Status of Waianae Coast Transportation Studies and Projects (In response to House Resolution 160 House Draft 1-2000)

Waianae Emergency Access Road

OMPO Action: The Waianae Emergency Access Road is included in Oahu's regional transportation plan (TOP 2025).

Other Actions: The City Department of Transportation Services (DTS) has conducted a planning study for a Waianae emergency access route. This route will connect existing roads mauka of Farrington Highway from Nanakuli to Makaha so that a continuous travel way will be available in times of emergency. Impacted communities were involved in developing the alignment. Maps of the latest alignment are attached (Appendix B).

The preliminary planning study should be completed and out for public review in January 2002. Presently, DTS is in the procurement stage for environmental assessment and design.

Approximately five million dollars were included in the FY 2002 City budget.

Of this, four million dollars was to be used to begin construction of this road. Since this amount will not be sufficient to complete the project, additional funding will be requested in the FY 2003 City budget. Since primarily local roads are involved in this effort and federal standards will not be used, federal monies are not anticipated for this project.

Waianae Second Access Road

During the development of the TOP 2025, the Waianae second access project received public support from the OMPO Citizen Advisory Committee and a number of Waianae Coast residents. The Policy Committee agonized over whether or not to include this project, with the estimated cost of \$515 million, into the TOP 2025 when measured against the priority of other projects. When the Policy Committee placed this project in the "illustrative" category, they also designated it as the top priority for inclusion into the TOP 2025 should additional funds become available.

REPORT TO THE 2002 HAWAII STATE LEGISLATURE



*On the Status of Waianae Coast
Transportation Studies and
Projects
(In response to House Resolution
160 House Draft 1- 2000)*

*Oahu Metropolitan Planning Organization
707 Richards Street, Suite 200
Honolulu, Hawaii 96813*

Background

During the 2000 State Legislative session, House Resolution House Draft 1 (Appendix A) was passed requesting the Oahu Metropolitan Planning Organization (OMPO) to “*include in their current study, or to conduct a comprehensive updated study which would offer several solutions to the traffic problems on the Waianae Coast, taking into account the changes on the Waianae Coast since the last comprehensive study over twenty years ago.*” It further said that “*the study should determine the feasibility of each proposed solution and address several issues specifically, including: an alternate route to the Waianae Coast; an emergency route to and from the Waianae Coast to be used in times of emergency; speeding and unsafe driving; pedestrian safety; and increasing traffic flow on Farrington Highway due to a growing population on the Leeward side of Oahu.*”

The impetus for this resolution arose from traffic problems plaguing the Waianae coast. The 1982 Hurricane Iwa, traffic accidents, and police and fire emergencies are some examples that have caused hardship to the residents and generated a fear of more serious consequences.

This paper will focus on OMPO’s response to HR160, HD1 and briefly touch upon some related activities aimed at improving traffic conditions in the Waianae area.

OMPO Process

Regional Transportation Plan — OMPO is responsible for developing a regional transportation plan for Oahu that will serve as a long-range blueprint for surface transportation development. The regional transportation plan is important in that projects must be consistent with this plan to be eligible for federal funding. In April 2001, the OMPO Policy Committee endorsed the *Transportation for Oahu Plan 2025 (TOP 2025)*. It is now Oahu’s most current regional transportation plan.

In developing the *TOP 2025*, OMPO was required to maintain a balance between projected funds and the cost of the *TOP 2025* projects. Based on this constraint, many projects were eliminated from the list of projects initially proposed for the plan.

Federal regulations regarding regional transportation plans allow for the inclusion of “illustrative” projects. They are not eligible for federal funding, but are included in the list of illustrative projects to identify major projects that are

outside the plan's time period or projects that may be considered for inclusion into the plan should additional funds become available. Illustrative projects are not eligible for federal funding until several conditions are met, including identifying a funding source, and having the project included in the regional transportation plan.

Transportation Improvement Program (TIP) — another document produced by OMPO is the TIP. The TIP is a three-year document which programs federal funds for City and State surface transportation projects. Projects identified in the TIP must be consistent with Oahu's regional transportation plan. Generally speaking, projects not included in the TIP are not eligible for federal funding.

Waianae Emergency Access Road

OMPO Action: The Waianae Emergency Access Road is included in Oahu's regional transportation plan (*TOP 2025*).

Other Actions: The City Department of Transportation Services (DTS) has conducted a planning study for a Waianae emergency access route. This route will connect existing roads mauka of Farrington Highway from Nanakuli to Makaha so that a continuous travel way will be available in times of emergency. Impacted communities were involved in developing the alignment. Maps of the latest alignment are attached (Appendix B).

The preliminary planning study should be completed and out for public review in January 2002. Presently, DTS is in the procurement stage for environmental assessment and design.

Approximately five million dollars were included in the FY 2002 City budget. Of this, four million dollars was to be used to begin construction of this road. Since this amount will not be sufficient to complete the project, additional funding will be requested in the FY 2003 City budget. Since primarily local roads are involved in this effort and federal standards will not be used, federal monies are not anticipated for this project.

Waianae Second Access Road

OMPO Action: The Waianae Second Access Road across the Waianae Range was included in the *TOP 2025* only as an "illustrative" project. As noted earlier, "illustrative" projects are not eligible for federal funding until additional funds become available and the regional transportation plan is amended to include this project.

During the development of the *TOP 2025*, the Waianae second access project received public support from the OMPO Citizen Advisory Committee and a

number of Waianae Coast residents. The Policy Committee agonized over whether or not to include this project, with the estimated cost of \$515 million, into the *TOP 2025* when measured against the priority of other projects. When the Policy Committee placed this project in the “illustrative” category, they also designated it as the top priority for inclusion into the *TOP 2025* should additional funds become available.

Other Actions: The State DOT has looked at alternate routes for the Waianae Coast. In 1967, they proposed a road around Kaena Point; during the early 1970's, planning studies for this alignment were conducted. However, there was considerable public opposition to the road and strong support for preserving the natural character of the Kaena Point. The proposed road was dropped from further consideration.

In 1996, the Legislature appropriated funds to study an alternative route from the Waianae Coast. After consulting with various community leaders and Legislators, the Mauka Highway alignment was developed, connecting Farrington Highway to Kunia Road. After conducting a preliminary feasibility study on two alignments, the DOT determined the cost for either alignment would be between \$370 and \$520 million, without adding the cost of preliminary engineering, rights-of-way acquisition, or environmental costs. The DOT decided not to pursue this project because of possible environmental impacts, the high cost due to the steep terrain, and the lack of funds.

Recognizing the Policy Committee's support for a second access road across the Waianae Range and the need to answer questions regarding the true cost, route, and environmental impacts of such a project, the Policy Committee Chair convened a meeting with several State Legislators, City Councilmembers, and City and State transportation department representatives to set parameters for a feasibility study to answer these questions. This group identified an alignment that began on Farrington Highway, proceeded up Lualualei Naval Road (Naval Ammunition Depot Road), branched off to Pohakea Pass, and connected to Kunia Road. They believed that this alignment would significantly reduce the cost as well as reduce some of the negative environmental impacts associated with the road. DTS agreed to pursue a feasibility study of the alignment.

In mid-2001, the DTS hired a consultant to conduct this City-funded study. The preliminary feasibility study has been completed. DTS will request \$250,000 in planning money in the FY 2003 City budget. This money would be used to advance the additional preliminary planning recommendations needed to identify potential issues and concerns that may prevent ultimate implementation.

The development of a second access road in and out of the Waianae Coast is still under consideration. Whether or not it actually gets built will depend on a number of major factors. These include: cost, environmental impacts, terrain, cooperation of the landowners, and support from the community. These factors will be addressed in a study that is being done by the City. The study will identify

any fatal flaws so that a decision on whether or not to proceed to additional planning and design can be made.

Other Traffic Solutions

OMPO Action: Included in the *TOP 2025* are two projects aimed at increasing the safety of Waianae roadways. The first is a \$25 million effort to improve safety along Farrington Highway with such efforts as intersection improvements. Part of this project has been programmed in the FY 2002-2004 TIP.

The second project will realign Farrington Highway around the Makaha Beach Park area at a cost of approximately \$35.1 million.

Other Actions: In the early 1970's the State Department of Transportation (DOT) proposed a realignment of the existing Farrington Highway. At that time, residents strongly opposed this realignment, and the project was dropped in favor of widening the existing road in phases.

Since then, a number of projects that focused on the traffic congestion and safety issues on Farrington Highway have been programmed in the TIP and are now in place. DOT has completed the widening of Farrington Highway between Waianae and Makaha. In addition to the widening, a number of adjustments were made to intersections to improve operations. However, many problems still exist.

A comprehensive study to look at Waianae Coast traffic solutions and to develop a plan for the entire area is underway by the State DOT. While recognizing that unsafe driving habits and speeding need to be corrected through community involvement, education, and enforcement, this study is looking at the causes of traffic accidents and congestion to determine what problems could be corrected with design changes. They have developed some preliminary proposals and will meet with the Waianae Coast communities before the end of 2001. This study will be completed during the first quarter of 2002. The final projects will then be designed – probably beginning in early 2003.

HOUSE RESOLUTION

RELATING TO WAIANAEO COAST TRAFFIC PROBLEMS.

1 WHEREAS, the Waianae Coast is plagued with numerous traffic
2 problems, including the lack of an alternative route in times
3 of emergency, speeding and unsafe drivers, pedestrian safety,
4 and growing traffic on Farrington Highway due to a growing
5 Leeward population; and

6
7 WHEREAS, past events such as the non-evacuation of the
8 Waianae Coast during Hurricane Iwa in 1982, various traffic and
9 pedestrian fatalities, and a recent hostage standoff have
10 repeatedly brought these issues to the fore; and

11
12 WHEREAS, funds have been appropriated by the Legislature to
13 conduct studies and planning solutions to the traffic problems
14 that plague the Waianae Coast; and

15
16 WHEREAS, the aforementioned appropriation of funds, most
17 recently \$200,000 in 1995 and \$1,000,000 in 1998, shows a good
18 faith effort on the part of the Legislature to address these
19 serious problems; and

20
21 WHEREAS, half of the 1995 funding lapsed and ninety percent
22 of the 1998 appropriation will lapse at the end of this
23 session; and

24
25 WHEREAS, the Department of Transportation and the Governor
26 are hesitant to use these funds to address the problem of an
27 alternate route to the Waianae Coast due to the low
28 prioritization with the Department of Transportation,
29 noninclusion within the Oahu Regional Transportation Plan, the
30 "prohibitive" cost, possible lack of traffic, and social and
31 environmental problems; and

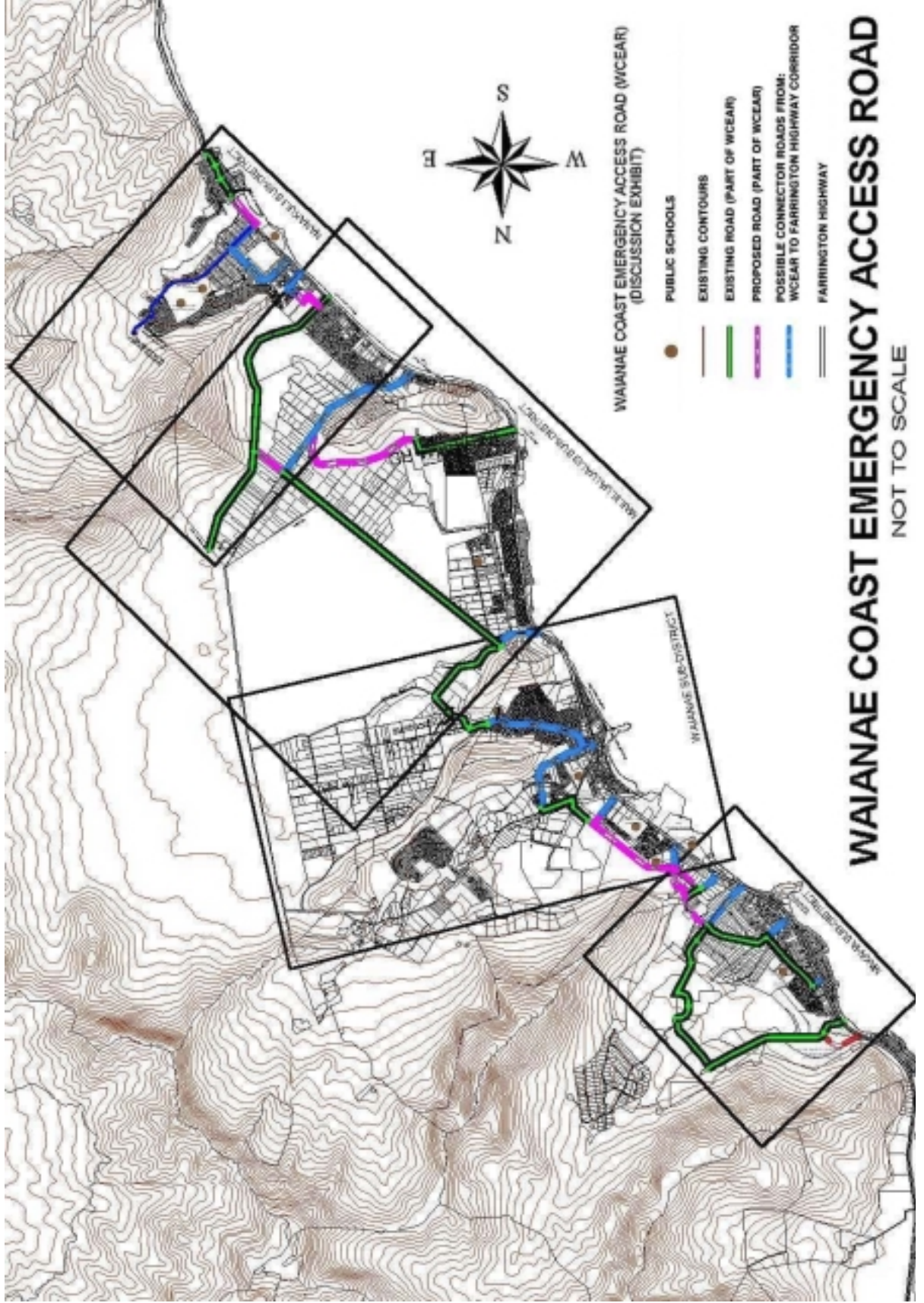
32
33 WHEREAS, these issues, including the alternate route to the
34 Waianae Coast, have been voiced for over two decades and only
35 grow worse over time and with neglect; now, therefore,

1
2 BE IT RESOLVED by the House of Representatives of the
3 Twentieth Legislature of the State of Hawaii, Regular Session
4 of 2000, that this body requests the Oahu Metropolitan Planning
5 Organization (OMPO) to include in their current comprehensive
6 study, or to conduct a comprehensive updated study which would
7 offer several solutions to the traffic problems on the Waianae
8 Coast, taking into account the changes on the Waianae Coast
9 since the last comprehensive study over 20 years ago; and

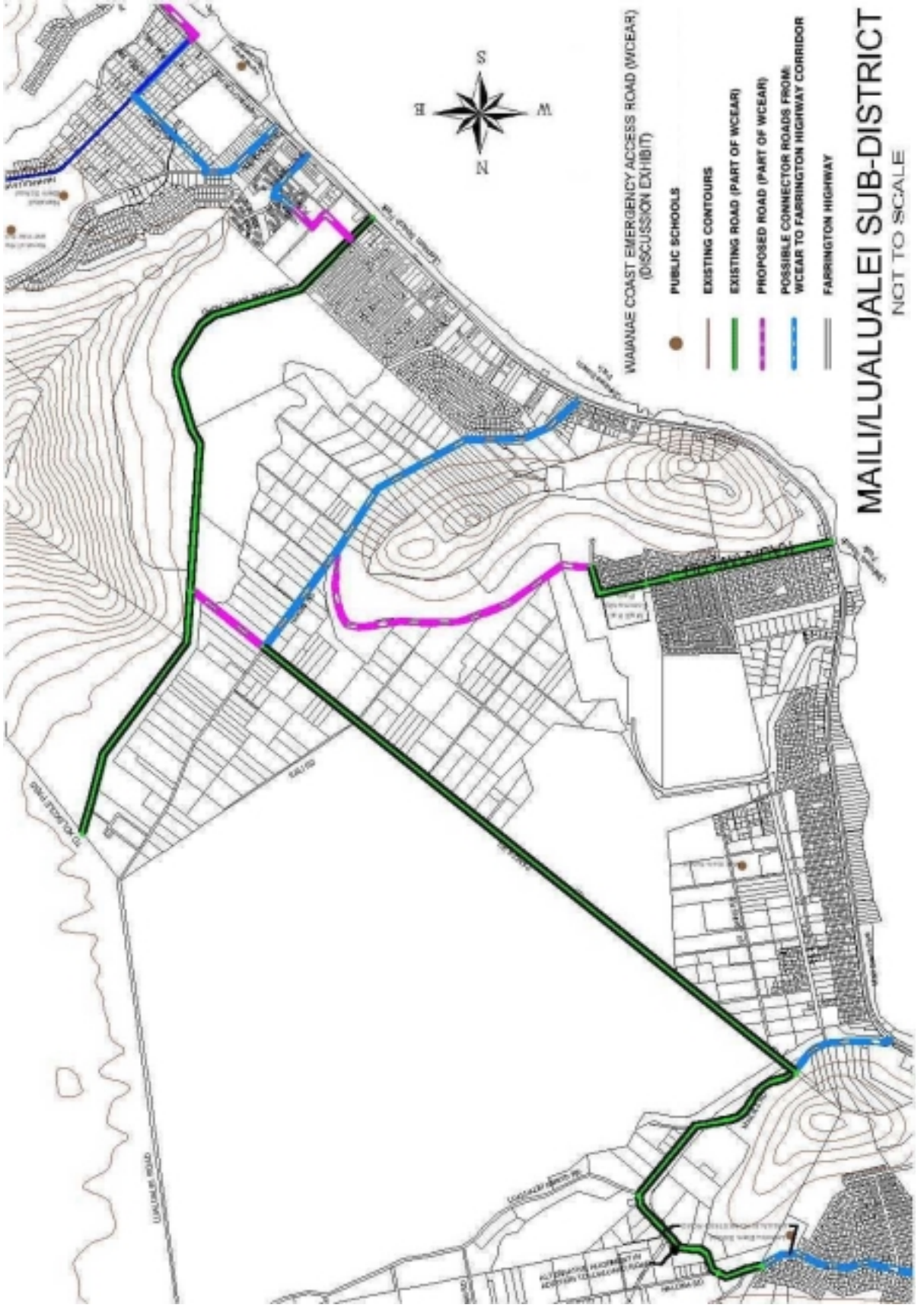
10
11 BE IT FURTHER RESOLVED, that this study should determine
12 the feasibility of each proposed solution and address several
13 issues specifically, including: an alternate route to the
14 Waianae Coast; an emergency route to and from the Waianae Coast
15 to be used in times of emergency; speeding and unsafe driving;
16 pedestrian safety; and increasing traffic flow on Farrington
17 Highway due to a growing population on the Leeward side of
18 Oahu; and

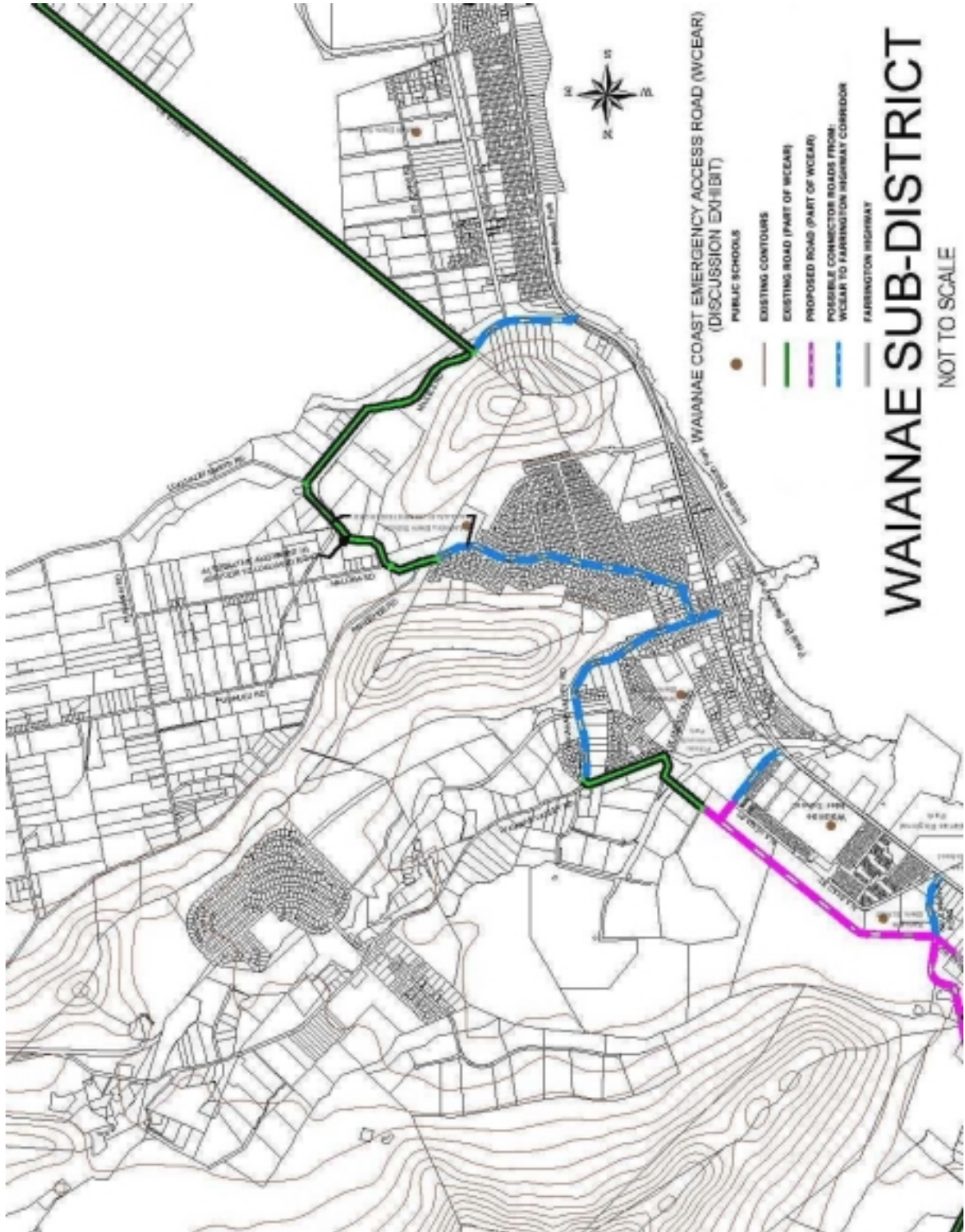
19
20 BE IT FURTHER RESOLVED, that OMPO should report the
21 findings and recommendations of the section of their current
22 comprehensive study which deals with the Waianae Coast traffic
23 problems or the findings and recommendations of their updated
24 study to the Legislature no later than twenty days before the
25 convening of the Regular Session of 2002; and

26
27 BE IT FURTHER RESOLVED, that a certified copy of this
28 Resolution be transmitted to the Executive director and Policy
29 Committee Chair or OMPO and the Governor.



WAIANAЕ COAST EMERGENCY ACCESS ROAD
NOT TO SCALE



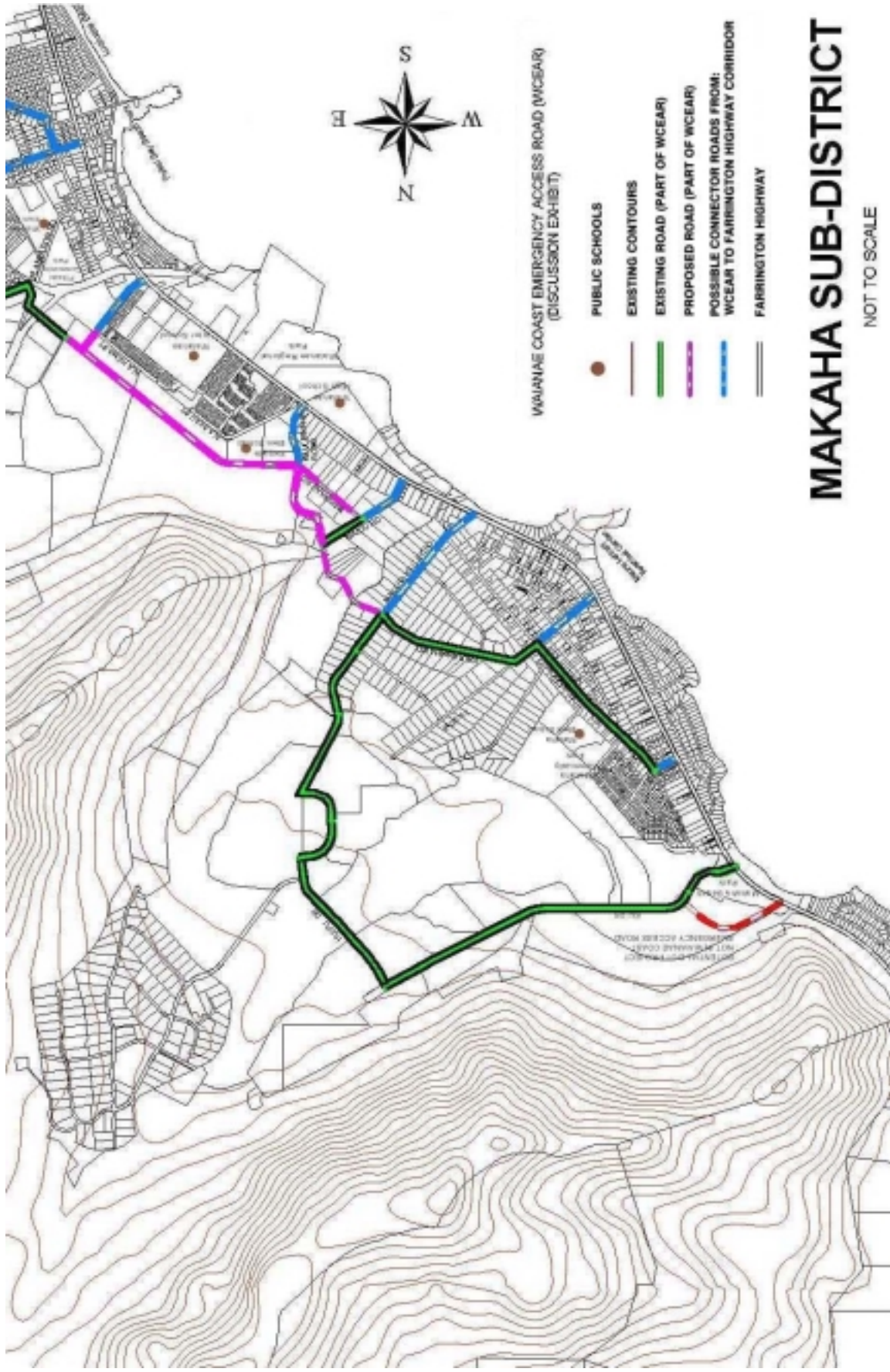


WAIANAЕ COAST EMERGENCY ACCESS ROAD (WCEAR)
(DISCUSSION EXHIBIT)

- PUBLIC SCHOOLS
- EXISTING CONTOURS
- EXISTING ROAD (PART OF WCEAR)
- PROPOSED ROAD (PART OF WCEAR)
- POSSIBLE CONNECTOR ROADS FROM:
WCEAR TO FARRINGTON HIGHWAY CORRIDOR
- FARRINGTON HIGHWAY

WAIANAЕ SUB-DISTRICT

NOT TO SCALE



This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the agency expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Espression, Gemma

From: GM@HawaiiN.com
Sent: Thursday, April 28, 2011 11:22 AM
To: tomberg00@yahoo.com; Espression, Gemma
Cc: esouza_khmn34@yahoo.com; eric@studioryan.com; mahina1999@yahoo.com; 'Philmund Lee'
Subject: MATERIAL FOR TONIGHT - Ma'o Farms: Agricultural Parks - Hawaii State Ag Programs

Subject: Ma'o Farms: Agricultural Parks - Hawaii State Programs

SUMMARY of Hawaii State Agriculture Services

Agricultural Parks Program- Details Here:
http://hawaii.gov/hdoa/arm/arm_agparks/info

Agricultural Market Development
<http://hawaii.gov/hdoa/add/md>

Agriculture Financial Assistance
<http://hawaii.gov/hdoa/Info/financial>

Agribusiness Development Corporation
<http://hawaii.gov/hdoa/organization/chairperson/adc>

The mission of the Agribusiness Development Corporation (ADC) is to acquire, and manage in partnership with farmers, ranchers, and aquaculture groups, selected high-value lands, water systems, and infrastructure for commercial agricultural use and to direct research into areas that will lead to the development of new crops, markets, and lower production costs.

Agriculture Risk Management
<http://hawaii.gov/hdoa/add/risk-management>

http://hawaii.gov/hdoa/arm/arm_agparks

Agricultural parks are areas set aside specifically for agricultural activities to encourage continuation or initiation of such operations. The State's Agricultural Park Program makes land available to small farmers at reasonable cost with long-term tenure.

Agricultural Travel & Shipping Information http://hawaii.gov/hdoa/Info/doa_importing/traveler

Hawaii State Agricultural Produce Processing and Marshalling Facilities - Oahu 1. Maunawili Experimental & Breeding Station, (formerly Hawaiian Sugar Planters Association) 2. Kalaeloa Slaughterhouse, operated by the Hawai'i Livestock Cooperative.

John

Espression, Gemma

From: GM@HawaiiN.com
Sent: Thursday, April 28, 2011 11:09 AM
To: tomberg00@yahoo.com; Espression, Gemma
Cc: esouza_khmn34@yahoo.com; eric@studioryan.com; mahina1999@yahoo.com; 'Philmund Lee'
Subject: MATERIAL FOR TONIGHT - Joint Neighborhood Board on Thursday, 5 MAY 11

Subject: Response to Town Hall, 28 APR 11

Aloha Mr. Bond,

My name is Howard Killian and I am the Army Regional Environmental Coordinator here in Hawaii.

I am specifically coordinating efforts concerning the "ordnance removal and cleanup offshore" on Ordnance Reef later this summer. The Principal Department of the Army Staff Officer will be here from 3-6 MAY 11 as we do a round of outreach with the Ordnance Reef Coordinating Council and would like to brief Councilman Berg and other elected officials if you can squeeze us into busy schedules. The best time for us, is Thursday afternoon or Friday morning. I would also invite the Councilman or a representative to the Joint Neighborhood Board on Thursday, 5 MAY 11 at the NANAKULI COMMUNITY PARK - MULTI-PURPOSE ROOM from 1830-2100.

Should this be too difficult to schedule, I am here on island full time and would be glad to brief the Councilman on any subject regarding the Army and Environment, Clean Energy and Sustainability.

Regards,

H. Killian
Hawaii Environmental and Sustainability Coordinator

ODASA (ESOH)
C: 808.226.8517
H: 808.624.4816
LMI Phone: 571.633.7991

Espression, Gemma

From: GM@HawaiiN.com
Sent: Thursday, April 28, 2011 11:09 AM
To: tomberg00@yahoo.com; Espression, Gemma
Cc: esouza_khmn34@yahoo.com; eric@studioryan.com; mahina1999@yahoo.com; 'Philmund Lee'
Subject: MATERIAL FOR TONIGHT - EA for WW-II Munitions Cleanup at Ordnance Reef off Waianae

Ma'o Farms: EA for WW-II Munitions Cleanup at Ordnance Reef off Waianae

I have written a synopsis of the (ORCC) WW-II Munitions Cleanup project off the Waianae Coast. The Army is employing a number of Native Hawaiian companies in this project. They are also sending a spokesman- Hudson Kekaula, to address questions about this on-going Army cleanup project of WW-II era munitions. He will be at the Ma'o Farms event.

What they have found are MUNITIONS - not bombs, and they range from Small Arms Ammunition (SAA) to larger artillery shells- 105mm, 155mm and also 20mm AA.

This project doesn't include other possible munitions that may have been dumped off shore over the decades- just the WW-II era stuff in the area off Waianae known as "Ordnance Reef" (as defined in the project scope.)

There are a number of illustrations showing the project area:
http://ordnancereefhawaii.org/01_OrdnanceReef_FinalEA.pdf

John

Environmental Assessment for Technology Demonstration at Ordnance Reef
(ORCC) project off Waianae Coast near Pokai Bay.

Recent public hearings on the ORCC project have been held:

- * 24 February 2009 (Kapolei Hale)
- * 5 August 2009 (Kamehameha Schools Community Learning Center, Nānākuli)
- * 2 December 2009 (Piliā'au Army Recreation Center)
- * 3 June 2010 (Piliā'au Army Recreation Center)
- * 17 November 2010 (Wai'anae District Park)

The Wai'anae Coast Neighborhood Board and the newly-formed Nānākuli- Mā'ili Neighborhood Board are both represented on the ORCC. Joint neighborhood board meetings of the Wai'anae Coast and Nānākuli-Mā'ili Neighborhood Boards have been held on October 29, 2008, August 5, 2009, December 3, 2009, and November 18, 2010.

Public involvement activities include surveys, and solicitation of comments, questions, and suggestions. These activities take place at community events, neighborhood meetings, and at educational presentations to various community and/or civic groups. Information gathered is shared with the ORCC to keep them abreast of community issues and concern.

Military Munitions Present at Ordnance Reef (HI-06)

The UWMM located during the 2002 and 2006 surveys included, but were not limited to naval gun ammunition, 105 millimeter (mm) and 155 mm artillery projectiles, mines, mortars, and SAA. It is important to note that the UWMM present at Ordnance Reef are categorized as DMM, rather than unexploded ordnance (UXO). The important differences between DMM and UXO are briefly described below:

1. DMM are defined as military munitions that have been abandoned without proper disposal or removed from storage in a military magazine or other storage area for the purpose of disposal. The term does not include UXO, military munitions that are being held for future use or planned disposal, or military munitions that have been properly disposed of, consistent with applicable environmental laws and regulations.

2. UXO are military munitions that meet each of the criteria below:

- Have been primed, fuzed, armed, or otherwise prepared for action;

- Have been fired, dropped, launched, projected, or placed in such a manner as to constitute a hazard to operations, installations, personnel, or material; and
- Remain unexploded whether by malfunction, design, or any other cause.

DMM are considered to pose less of an explosives hazard than UXO because such munitions are normally not fuzed, and if fuzed, the fuze has not experienced the arming sequence required for them to function as designed.

The most comprehensive survey of UWMM at Ordnance Reef (HI-06) to date was completed by NOAA in late 2010. Munitions were visually identified and were categorized into three general types: SAA (i.e., ammunition, without projectiles that contain explosives, that is .50 caliber or smaller), small to medium caliber munitions (munitions above .50 caliber to and including 105 mm), and large caliber and other munitions (munitions larger than 105 mm and bombs, rockets, etc.).

Overview of the Proposed Munitions Cleanup Action

The Army is proposing to conduct a demonstration project to assess the feasibility of adapting and using a remotely operated technology (ROT) for the recovery of UWMM from the ocean floor, and the remote cutting of recovered munitions and the contained thermal treatment of exposed explosive munitions constituents (MC) compounds on an offshore barge.

The remote cutting coupled with thermal treatment of exposed explosive MC compounds results in the demilitarization and destruction of the recovered munitions. The Proposed Action is expected to result in the recovery and disposal of many of the UWMM at Ordnance Reef (HI-06), between the depths of approximately 30 and 120 feet of water.

Demonstration Site Location

The Demonstration Site location is located in near-shore US coastal waters along the western, leeward side of the island of O'ahu, Hawai'i. The nearest Hawaiian towns are Wai'anae, located approximately three miles to the northeast, and Mā'ili, located approximately five miles to the east (NOAA, 2007). Ordnance Reef (HI-06) encompasses an area approximately two nautical miles long in the north-south direction by one nautical mile wide in the east-west direction.

The northern portion of Ordnance Reef (HI-06) extends into Pōka'i Bay to the northeast and just beyond the Wai'anae Wastewater Treatment Plant (WWTP) sewer outfall to the south. The Demonstration Site was selected for these technology demonstrations because Ordnance Reef (HI-06) is well characterized, its characteristics (e.g., water clarity, range of depths, and variety of unfuzed munitions items) are appropriate for assessing the capabilities of the demonstration technologies, and there is logistical support in the area.

Demonstration Site History and Background

In 2002, the DoD tasked the US Army Corps of Engineers (USACE) to conduct a study of Ordnance Reef (HI-06) to determine its eligibility for the Defense Environmental Restoration Program. At the USACE's request, the US Navy's Explosive Ordnance Disposal Detachment (EODD) provided diving and underwater survey support. The Navy's EODD surveyed Ordnance Reef (HI-06) and identified roughly 2,000 UWMM, which it categorized as most likely discarded military munitions (DMM).

In May 2006, the Army and Navy subsequently funded NOAA to conduct a screening level survey of the Ordnance Reef (HI-06). Many of the UWMM observed were heavily fouled with algae and benthic organisms. In some cases, munitions were observed with substantial coral growth.

The Army's and Navy's explosives safety centers concluded that the UWMM present did not pose an immediate explosives safety risk to the public, and only deliberate activities (e.g., divers disturbing UWMM) posed a threat to those who use Ordnance Reef (HI-06) for recreational-related and other activities.

Army's Center for Health Promotion and Preventive Medicine (USACHPPM), concluded that (a) the contaminant levels from any MC detected were all well below risk-based levels; and (b) the only metals detected in fish tissue did not appear to be MC associated with the UWMM present at Ordnance Reef (HI-06).

The ORCC identified two primary questions.

1. Do the UWMM present at Ordnance Reef (HI-06) pose a risk to human health and the environment?
2. Is seafood from the area safe to eat?

The conclusion is- Yes, due to the chemical nature of these particular munitions in this area.

Espression, Gemma

From: GM@HawaiiN.com
Sent: Thursday, April 28, 2011 11:09 AM
To: tomberg00@yahoo.com; Espression, Gemma
Cc: esouza_khmn34@yahoo.com; eric@studioryan.com; mahina1999@yahoo.com; 'Philmund Lee'
Subject: MATERIAL FOR TONIGHT -Nānākuli Community Tropic Land LLC. April 2010 EIS

For Your Info... The Ag Park site - has maps etc.

Kimura International, Inc., 2010. Final Environmental Impact Statement for Nānākuli Community Baseyard, Lualualei, Waianae District, Oahu, Hawaii.
Prepared for Tropic Land LLC. April 2010.

http://luc.state.hi.us/dockets/a09782tropic_land/a09782tropic042010/a09782feis1.pdf

There are some NICE AIR PHOTOS and MAPS of the site and relationship to PVT and Waianae.

John

1.3 Background of the Project Area—Development History

The landowner prior to Tropic Land LLC was Kabushiki Kaisha Oban, (referred to as “Oban”) a Japanese corporation. Development of the project area for a proposed golf course was addressed in a Final EIS, accepted in 1991. The proposal included an 18-hole golf course and accessory uses. In 1996, Oban obtained approval of a conditional zoning change for approximately 188 acres from AG-1 Restricted Agricultural District and AG-2 General Agricultural District to P-2 General Preservation District. The zoning change was approved with conditions and recorded as Document 2337653 on September 24, 1996. The property has not been developed as a golf course. It was acquired by Tropic Land LLC from Oban in December 2005.

3.1 Project Description

Light Industrial Park

Tropic Land LLC proposes to develop an industrial park that would occupy an approximately 96 acre portion of the property in the upper Lualualei Valley.

The project is currently known as the Nānākuli Community Baseyard. The petition area is bordered by Lualualei Naval Access Road on the west, with agricultural lots on the other side of the roadway. Abutting the property on the north is the JBPHH Lualualei Annex. Steep cliffs, including the slopes of Pu’u Heleakala, lie on the south and east. See Figure 3, Site Plan.

The industrial park will be comprised of approximately 41 lots, averaging two acres each. Lots in higher visibility areas, such as those along the main entry road and around intersections, may be divided into smaller parcels for commercial and service-oriented businesses.

An incubator center is proposed for three of the lots. The incubator concept will enable small businesses to obtain affordable, start-up spaces. The concept includes a 25,000-SF industrial building providing indoor spaces of up to 1,800 SF for a full bay. Open yard space would also be available in increments of approximately 8,750 SF each.

The project will be sold under a condominium form of ownership with individual units (lots) and common ownership of internal roads and infrastructure. Tropic Land LLC is planning to seek an I-1 zone for the area that is planned for industrial use. The remainder of TMK 8-7-9: 02 will remain in the preservation zone. Covenants, Conditions, and Restrictions (CC&Rs) will be imposed on the industrial park. The CC&Rs will be used as a mechanism to minimize and mitigate adverse environmental impacts, as described in Chapter 5 and 7 of this FEIS.

Espression, Gemma

From: GM@HawaiiN.com
Sent: Thursday, April 28, 2011 11:12 AM
To: tomberg00@yahoo.com; Espression, Gemma
Cc: esouza_khmn34@yahoo.com; eric@studioryan.com; mahina1999@yahoo.com; 'Philmund Lee'
Subject: MATERIAL FOR TONIGHT - U.S. Army Corps of Engineers

Tom,

We are expecting Hudson Kekaula from Army C of E to talk about Ordinance Reef.

Additionally, Mr. J.C. King, from the Office of the Deputy Assistant Secretary of the Army (for the Environment, Safety and Occupational Health), will be on Oahu the first week in May. He will be meeting with members of the Waianae Coast and we can try to facilitate an office call for Mr. Berg.

In addition, Mr. King will be meeting with the Ordinance Reef Coordinating Council and attending a special joint meeting with the Waianae Coast and Nanakuli/Maili Neighborhood Boards to update the community on the status of projects in connection with munitions at sea.

FROM:

AMY I. H. TASHIRO
Executive Assistant
U.S. Army Corps of Engineers
Honolulu District
Bldg 230, Room 302
Fort Shafter, HI 96858-5440
Ph. (808) 438-7069 / Fax (808) 438-8351
Email: amy.i.tashiro@usace.army.mil



RESOLUTION

URGING THE CITY ADMINISTRATION TO CREATE AN AGRICULTURAL LIAISON POSITION.

WHEREAS, the city's general plan calls for the continued viability of Oahu's agriculture industry; and

WHEREAS, through the adoption of Resolution 04-218, CD1, FD1, and Resolution 04-288, CD1, on August 4, 2004, and November 10, 2004, respectively, the council created the Agricultural Development Task Force for the purpose of assisting the council by recommending areas where city policy may support agricultural development; and

WHEREAS, since its initial meeting on January 10, 2005, the Agricultural Development Task Force has continued to meet to discuss specific issues relating to Oahu's agricultural industry and recommend appropriate measures; and

WHEREAS, at the council's Planning Committee meeting on February 8, 2011, a representative of the Agricultural Development Task Force stated although the task force possesses expertise on agricultural matters, it lacks the tools to be proactive; and

WHEREAS, the task force representative further indicated that a dedicated position within the city to serve as an agricultural advocate would be beneficial to Oahu's agricultural industry; and

WHEREAS, the council finds that the establishment and designation of an agricultural liaison within the city would be beneficial to the City and County of Honolulu by focusing the city's efforts in this area, including:

- Advocating for the development of city policies and procedures that promote, rather than hinder, agriculture;
- Enabling the city to capitalize on agricultural funding opportunities provided by federal and state government agencies; and
- Providing a point person to coordinate efforts with the state to develop appropriate state and county incentives pursuant to Act 183 in order to identify and designate important agricultural lands;

now, therefore,



RESOLUTION

BE IT RESOLVED by the Council of the City and County of Honolulu that the City Administration is urged to create an Agricultural Liaison position; and

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the chair of the Agricultural Development Task Force and the Mayor.

INTRODUCED BY:

Anna Kobayashi

[Signature]

Tom Bero

Arlei Hobbie Camayo

Forney M. Kachala

[Signature]

DATE OF INTRODUCTION:

FEB 28 2011

Honolulu, Hawaii

Councilmembers



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND, PACIFIC REGION
HEADQUARTERS, UNITED STATES ARMY GARRISON, HAWAII
851 WRIGHT AVENUE, WHEELER ARMY AIRFIELD
SCHOFIELD BARRACKS, HAWAII 96857-5000

April 19, 2011

Deputy Garrison Commander

Councilmember Tom Berg
Honolulu City Council-District 1
530 South King Street, Room 202
Honolulu, HI 96813-3065

Dear Councilman Berg:

Thank you for your letter of March 23, 2011 requesting a tour of Kolekole Pass. We will be happy to accommodate this visit and will work with your office to schedule a date.

As you know, the Navy has closed the pass at the summit between Schofield Barracks and Lualualei due to the road damage on their side. As you had requested a tour over the pass from Schofield to the damaged areas, it will be necessary to coordinate with the Navy to unlock the gate at the summit and escort us. We also close the Kolekole Pass road on our side, normally between Thursdays and Saturdays, due to Soldier training and construction activities on the Schofield ranges which overlay portions of the route. We will work a mutually acceptable date for all to make this tour successful.

In separate correspondence of March 3, 2011, you had requested an office call with Colonel Douglas Mulbury, the U.S. Army Garrison Hawaii Commander, who is located at Schofield Barracks/Wheeler Army Air Field. To best maximize your time, we recommend consolidating both the office visit and the Kolekole Pass tour. This will provide an opportunity for us to brief you on some of our major on-going issues and events in your district, and discuss the Kolekole situation in more detail.

Our Community Relations section will coordinate the visit and will be in contact with your office for scheduling.

Sincerely,

James F. Duttweiler
Deputy Garrison Commander

APR 21 12:54
HAWAIIAN ISLANDS
COMMUNITY RELATIONS



**COMMANDER
JOINT BASE PEARL HARBOR HICKAM**

KOLEKOLE PASS ROAD FACT SHEET

Heavy rains during past and current rainy seasons have caused increasingly severe damage to Kolekole Pass Road. For safety reasons Naval Facilities and Engineering Command Hawaii (NAVFAC HI) recommended closure of the road until repairs can be completed to make the road safe for vehicle transit. Some areas will require additional mitigation to limit further damage during future heavy rains .

The history of Kolekole Pass Road is summarized below:

- Civilian traffic on Lualualei Annex and Kolekole Pass Road is restricted to provide security for the operations and material at Lualualei to comply with U.S. Government mandated explosives safety rules, and for general safety due to falling rocks and road conditions beyond the magazine bunkers in the upper parts of the road. Road closures during heavy rains are common due to concerns for mudslides and falling rocks.
- JUL 2001 - Memorandum of Understanding (MOU) between the Navy, Army and State Civil Defense was signed to allow use of Kolekole Pass Road as an alternate emergency evacuation route for the public during civil emergencies.
- SEP 2001 to JUN 2005: Following the terror attacks of Sept. 11, 2001 the road was closed to all traffic except vehicles engaged in official business, and remained so for three-and-a-half years. In June 2005 military ID cardholders were authorized to use the road as an alternative to Farrington Highway from 5:30 a.m. to 5:30 p.m.
- DEC 2008 : (see fig 1) Heavy rains caused rock slides and severe erosion. A portion of Kolekole Pass Road was washed out. The road was closed for several months to complete a geo-technical survey and engineering study. With appropriate mitigations the road was deemed safe for vehicle traffic, however extensive repairs totaling over \$80 million (estimated) were recommended. Barricades were put in place to keep vehicles from using the washed out side of the road, and the road was reopened for one way single lane use (Mauka in the morning, Makai in the afternoon) . Navy began monitoring the washout site, including cracks developing in the road, for further erosion.
- DEC 2010/JAN 2011: (see fig 2) Heavy rains caused rock falls and additional damage to the road and washout site. The road was again closed to clean-up debris and conduct additional geotechnical analysis and engineering study.
- MAR 2011: As the engineering assessment final report was nearing completion more heavy rains occurred on March 4th, prompting further erosion analysis of washout area. Additional pavement damage and erosion at the washout area was discovered and longitudinal cracks in the road were noted to have worsened (see fig 3).
- MAR 2011: Engineering analysis of the additional damage that occurred in March concluded the road in the vicinity of the washout to be unsafe. Naval Facilities Engineering Command, Hawaii issued a letter recommending closure of Kolekole Pass Road in this area As a result Kolekole Pass Road is closed to all traffic and cannot be used as an emergency egress route due to the significant safety concerns.

The least expensive and fastest option to restore the road is to install a Bailey (panel) Bridge to span the gap of the washout area. Design and construction would take an estimated 9 to 12 months and cost at least \$2.5 million.

All ordnance magazines are located below the washout site and munitions are not transported up and through Kolekole Pass. An operational reason to repair the washout does not exist as the road's closure does not impact the Navy's mission.

The Navy is committed to being good neighbors and good stewards, and understands the compelling need to restore the road and as an emergency egress route. We are ready to partner with other government agencies and the community to find the funds to restore this important emergency evacuation route for civil emergencies.



Star Advertiser

Apr 23, 2011

Nanakuli industrial park dead

A refusal to alter the site's zoning scuttles a project planned for Lualualei Valley

Plans to establish an industrial park in Nanakuli were derailed Thursday when the project's developer failed to win enough state Land Use Commission votes to change the zoning.

The land, once used to grow sugar cane, is now zoned for preservation.

The 96-acre project in Lualualei Valley had drawn some opposition for furthering conversion of farmland in the area but also had won praise for its promise to create jobs and business opportunities in an economically disadvantaged region.

The commission voted 5-3 to urbanize the land for the industrial park proposed by Tropic Land LLC, but six affirmative votes were necessary for approval. One commissioner was absent.

"We were so damn close," said Tropic Land's project manager, Arick Yanagihara. "We were shocked about the outcome."

Under commission rules the property owner may not amend or seek a new approval for at least a year.

Yanagihara said Tropic Land will have to study what options it might have to resurrect the project.



Opponents of the industrial park plan were relieved by the vote. Opponents had testified that the project would spoil a culturally sensitive site and negatively alter the character of a still largely rural community of farm lots and homes.

"We support maintaining Waianae as a rural community and agricultural center for Oahu," the nonprofit environmental and native Hawaiian group KAHEA said in petition drive materials against the project. "We can say NO to new potential toxic sites, and NO to further loss of agricultural lands in Waianae."

One group with about 100 members, going by the name Concerned Elders of Waianae, challenged the project at commission hearings, introducing expert witnesses who testified against industrial use of the site. The group said the area shouldn't be developed because it is culturally sensitive.

Tropic Land presented its own cultural expert who testified that the property was a "wasteland" with no cultural value.

Tropic Land further contended that its property is poorly suited for agriculture because of mostly low-grade soil and a lack of affordable irrigation water. The developer also said much of Lualualei Valley has an industrial character stemming from a construction landfill, a recycling facility on the site of a former cement plant and a U.S. Navy magazine and radio facility.

The Nanakuli-Maili Neighborhood Board voted unanimously to support the project, and a draft version of the Waianae Sustainable Communities plan from the city Department of Planning and Permitting designated industry as an

alternative use for the site.

Land Use Commission members generally appeared to support Tropic Land's proposed industrial use of the property, but a couple of commissioners expressed reluctance to vote for urbanization because of a key unresolved issue: road access.



Tropic Land intended to use Lualualei Naval Access Road for primary site access. The Navy, which owns the road, expressed willingness to provide a long-term easement for access but had made no binding agreement for such use.

The Navy allows a few private owners use of the road, but had previously denied access to the former owner of the Tropic Land property. Legal access to Tropic Land's property is along the more rural Hakimo Road.

Commissioner Charles Jencks said it made no sense to urbanize the property for industrial use and traffic if appropriate road access hadn't been established. Commissioner Normand Lezy expressed similar concern. The other dissenting vote to urbanize the property came from Ronald Heller.

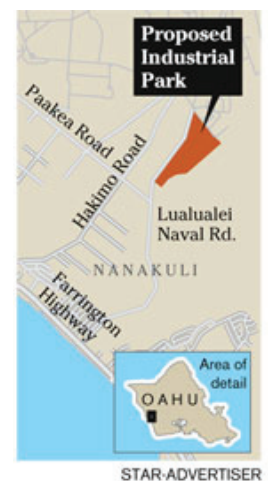
Tropic Land's plan was to create about 40 lots averaging two acres each for sale to business users. Tropic Land estimated it would spend \$29 million to grade and install infrastructure for the project it dubbed Nanakuli Community Baseyard. The company would have limited development to 96 acres of 236 acres it owns in the valley.

Tropic Land bought the 236 acres in 2005 for \$3 million, according to property records. The prior owner was a Japan-based firm, Kabushiki Kaisha Oban, which bought the land in 1987 and pursued development of a golf course.

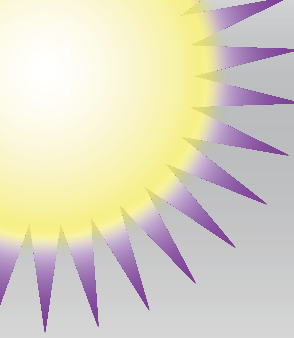
Oban received a zoning change from agricultural use to preservation use from the City Council in 1996 allowing development of an 18-hole golf course. But the golf course was never built.

Prior to Oban's purchase, the history of uses on the land included sugar cane grown by Waianae Sugar Co., which shut down in 1946. There had been some limited cattle grazing on the site.

The most recent farming was growing truck crops on 15 acres in the 1980s. That farmer was paid by Oban to relocate, and the land has since been largely vacant and unused.



By Andrew Gomes



RETHINKING THE "PURPLE SPOT" FOR JOBS ON THE WAIANAE COAST

► Recommended Support Businesses Are Needed For Serious Agriculture to Flourish on the Waianae Coast

When the Ewa Neighborhood Board and community voted down turning 48 acres of ag land into a Light Industrial Park, it was in part due to not knowing what kind of industry would be on the landscape. After the developers informed the community and Ewa Neighborhood Board what cottage industries would occupy the acreage, such as industries that sustain and augment the new upcoming Ocean Point Marina, the industrial park was greeted with support and embraced by the Ewa Neighborhood Board.

It could be proposed that once the end uses of the 'Purple Spot' are identified as sustaining the agricultural industry as a whole and feature

enterprises that augment ag production, the chances of uniting our coastal community could emerge. We did it in Ewa and conquered the divide that tore our community apart. So let's entertain defining what the reclassification of the land currently zoned ag petitioned to possibly become industrial could encompass and what outcomes could actually transpire. Nothing stops our community as a whole from demanding the reclassification proposed remains in the ag arena and sustains ag endeavors. Here are just a few ideas to consider listed on this page for discussion purposes.

City Councilman Tom Berg
Ewa Beach, Kapolei, Waianae Coast



Fruit and Vegetable washing, sorting, boxing & packing services



Ag Vehicle Repair and Maintenance Services



Local Farmers Market Direct Outlet Facility for Vegetables and Fruits



Agricultural and Irrigation Equipment Sales and Rentals



Livestock and Poultry Feed Supplies Store



Veterinarian Services for Livestock and Poultry



Agricultural Chemical Pesticides and Fertilizers Services



Agricultural Product to Market Transportation Services (local and distant markets)



Biotechnology and Soil Analysis Services



Plant Seeds and Seedling Stocks Provider

Why NOT an "AGRICULTURAL PARK" instead of an "Industrial Park" or a landfill ???



CITY COUNCILMAN
TOM BERG

www.COUNCILMANBERG.com



RESOLUTION

URGING THE DEPARTMENT OF EMERGENCY MANAGEMENT AND THE DEPARTMENT OF COMMUNITY SERVICES TO IMPROVE THE CITY'S EMERGENCY RESPONSE PLAN TO POPULATIONS NEEDING SPECIAL ASSISTANCE.

WHEREAS, there is a large population of homeless people living on beaches along the coast of Oahu; and

WHEREAS, if a tsunami were to hit Oahu, those living in homeless beach communities would need to be evacuated immediately; and

WHEREAS, the City's Department of Community Services ("DCS") is one of the governmental agencies responsible for evacuating the homeless to higher ground; and

WHEREAS, during the March 11, 2011, tsunami warning, DCS worked with homeless service providers to warn the homeless of the potential danger of the tsunami; and

WHEREAS, City buses were utilized to move homeless individuals and their pets from Kakaako Waterfront Park, the North Shore, and the Leeward Coast to safer areas inland, free of charge; and

WHEREAS, it was reported in the Honolulu Civil Beat that more than a half a dozen homeless people were still inside the inundation zone at about the time the tsunami was expected to strike Oahu, and one person was physically handicapped and unable to walk to higher ground on his own; and

WHEREAS, the Director of DCS has since indicated that the City will be revising its emergency response plans by providing free evacuation transportation in nine strategic locations island-wide — one in each council district; and

WHEREAS, while providing free transportation for the homeless individuals living along coastal areas will benefit those that are physically able to walk to the pick-up locations, however, individuals who are physically or mentally disabled, the elderly, or others needing special assistance may not even be aware of the emergency notifications or able to walk to pick-up locations to receive emergency assistance; and

WHEREAS, the Council finds that the city administration needs to be better prepared to notify certain populations such as the homeless and mentally or physically



RESOLUTION

disabled who may need special assistance in the event of an emergency; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the Departments of Emergency Management and Community Services are urged to review and analyze the City's emergency response plan and improve the City's emergency response plan to populations needing special assistance; and

BE IT FINALLY RESOLVED that a copy of this resolution be transmitted to the Mayor, Managing Director, Director of the Department of Emergency Management, and the Director of the Department of Community Services.

INTRODUCED BY:
Tom BERG

DATE OF INTRODUCTION:

Honolulu, Hawaii

Councilmembers



RESOLUTION

PROPOSING AN AMENDMENT TO CHAPTER 21, REVISED ORDINANCES OF HONOLULU 1990 (THE LAND USE ORDINANCE), AS AMENDED, RELATING TO TEMPORARY SHELTERS.

WHEREAS, the City continues to have a significant population of homeless persons; and

WHEREAS, the Council recognizes that the homeless problem is a complex one that must be addressed on a number of fronts using a variety of creative solutions; and

WHEREAS, a portion of the homeless population may have access to undeveloped or partially developed agricultural zoning lots in the City; and

WHEREAS, the owners of such lots may be amenable to allowing such persons to place certain types of inexpensive shelters on their land; and

WHEREAS, the Council desires to propose amendments to the Land Use Ordinance to allow such a land use; and

WHEREAS, Section 6-1513 of the Revised Charter of the City and County of Honolulu 1973, as amended (RCH), provides that "[a]ny revision of or amendment to the zoning ordinances may be proposed by the council and shall be processed in the same manner as if proposed by the director [of planning and permitting]"; and

WHEREAS, ROH Chapter 2, Article 24, establishes procedures and deadlines for the processing of council proposals to revise or amend the general plan, the development plans, the zoning ordinances, and the subdivision ordinance, and clarifies the responsibility of the director of planning and permitting to assist the council in adequately preparing its proposals for processing; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the director of planning and permitting and the Planning Commission are directed, pursuant to Section 6-1513 of the Revised Charter of the City and County of Honolulu 1973, as amended, and ROH Chapter 2, Article 24, to process the proposed amendment to Chapter 21, ROH 1990 (the Land Use Ordinance), attached hereto as Exhibit "A," in the same manner as if the proposal had been proposed by the director; and

BE IT FURTHER RESOLVED that the director of planning and permitting is directed to inform the Council upon the transmittal of the director's report and the proposed Land Use Ordinance amendment to the Planning Commission; and



RESOLUTION

BE IT FINALLY RESOLVED that, pursuant to ROH Chapter 2, Article 24, the clerk shall transmit copies of this Resolution and the Exhibit attached hereto to the director of planning and permitting and the Planning Commission of the City and County of Honolulu, and shall advise them in writing of the date by which the director's report and accompanying proposed ordinance are required to be submitted to the Planning Commission.

INTRODUCED BY:

Tom Berg

Tulsi Gabbard Tamayo

Ann Kobayashi

Ikaika Anderson

DATE OF INTRODUCTION:

February 10, 2011
Honolulu, Hawaii

_____ Councilmembers

EXHIBIT A



A BILL FOR AN ORDINANCE

RELATING TO TEMPORARY SHELTERS.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. The purpose of this ordinance is to address the homeless problem in the City by amending the Land Use Ordinance to permit certain types of temporary housing to be placed on zoning lots.

SECTION 2. Table 21-3, Revised Ordinances of Honolulu 1990, as amended ("Master Use Table"), is amended by amending the "Dwellings and Lodgings" category to add a new "Temporary Shelters" use category to read as follows:

**"TABLE 21-3
MASTER USE TABLE**

In the event of any conflict between the text of this Chapter and the following table, the text of the Chapter shall control. The following table is not intended to cover the Waikiki Special District; please refer to Table 21-9.6(A).

- KEY.** Ac = Special accessory use subject to standards in Article 5
 Cm = Conditional Use Permit-minor subject to standards in Article 5; no public hearing required (see Article 2 for exceptions)
 C = Conditional Use Permit-major subject to standards in Article 5; public hearing required
 P = Permitted use
 P/c = Permitted use subject to standards in Article 5
 PRU = Plan Review Use

ZONING DISTRICTS																						
USES	P-2	AG-1	AG-2	Country	R-20, R-10	R-7.5, R-5, R-3.5	A-1	A-2	A-3	AMX-1	AMX-2	AMX-3	Resort	B-1	B-2	BMX-3	BMX-4	I-1	I-2	I-3	IMX-1	
(Note: Certain uses are defined in Article 10.)																						
DWELLINGS AND LODGINGS																						
Temporary shelters		P/c	P/c																			

SECTION 3. Chapter 21, Article 5, Revised Ordinances of Honolulu 1990, as amended, is amended by adding a new section to be appropriately designated by the revisor of ordinances and to read as follows:

"Sec. 21-5. Temporary Shelters.

(a) A temporary shelter shall not exceed one story in height.



A BILL FOR AN ORDINANCE

- (b) A temporary shelter shall not be used for more than five years, and must be removed from the zoning lot upon the termination of the five-year period.
- (c) Prior to occupancy of the temporary shelter, the owner of the zoning lot shall send a written notice to the director stating the date of commencement of occupancy of the shelter and providing the street address and Tax Map Key number of its location.
- (d) A temporary shelter shall be exempted from public sewer connection requirements set forth in Section 14-1.6.
- (e) A temporary shelter shall be exempted from any provision in Chapter 19 ("Plumbing Code") requiring plumbing facilities to be located underground."

SECTION 4. Section 21-10.1, Revised Ordinances of Honolulu 1990, as amended, is amended by adding a new definition of "temporary shelter" to read as follows:

"Temporary shelter" means a living space constituting an independent housekeeping unit, including bathroom and kitchen facilities, for a family for a period of not more than five years, and consisting of a house trailer or intermodal container. For purposes of this chapter:

"House trailer" means a trailer that is designed, constructed, and equipped as a dwelling place, living abode, or sleeping place; and

"Intermodal container" means a standardized cargo container designed to be carried on different modes of transportation such as ships, trains, and semi-trailer trucks, and manufactured to the specifications of the International Organization for Standardization (ISO), but does not include air freight containers."

SECTION 5. New ordinance material is underscored. When revising, compiling or printing this ordinance for inclusion in the Revised Ordinances of Honolulu, the revisor of ordinances need not include the underscoring.



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ORDINANCE _____

BILL _____

A BILL FOR AN ORDINANCE

SECTION 6. This ordinance shall take effect upon its approval.

INTRODUCED BY:

DATE OF INTRODUCTION:

Honolulu, Hawaii

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

Deputy Corporation Counsel

APPROVED this _____ day of _____, 20____.

Mayor
City and County of Honolulu



RESOLUTION

SUPPORTING THE AFTER-HOURS USE OF CITY PARKS BY FISHERMEN FOR SHORELINE ACCESS ON THE LEEWARD COAST OF OAHU.

WHEREAS, city parks on the leeward coast provide shoreline access to the public, including fishermen; and

WHEREAS, fishermen often fish during late night and early morning hours when city parks are closed to all users; and

WHEREAS, such use of parks for shoreline access is also related to Native Hawaiian gathering rights; and

WHEREAS, nightly closures of city parks restrict access to the shoreline; and

WHEREAS, shoreline access through city parks should be granted for fishermen; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that it supports the after-hours use of city parks by fishermen for shoreline access on the leeward coast of Oahu; and



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. _____

RESOLUTION

BE IT FINALLY RESOLVED that copies of this Resolution be transmitted to the Mayor, the Managing Director, and the Director of Parks and Recreation.

INTRODUCED BY:

DATE OF INTRODUCTION:

Honolulu, Hawaii

Councilmembers



Project Overview	FAQS	Safety Tips & Resources	E A	Project Team	ORCC	Map	History	Contact Us
----------------------------------	----------------------	---	---------------------	------------------------------	----------------------	---------------------	-------------------------	----------------------------

Partners

[ODASA](#)
[USARPAC](#)
[IMCOM-PACIFIC](#)
[USAG-HI](#)
[USACE-POD](#)
[USATCES](#)
[USACHPPM](#)
[NOAA](#)
[EPA](#)
[HI State Dept of Health](#)
[HI State Dept of Land and Natural Resources](#)
[UH-Manoa](#)
[City & County of Honolulu](#)
[Waianae Neighborhood Board](#)
[Nanakuli Neighborhood Board](#)
[Waianae Harbor Master](#)

Have a question about the project?
[Contact us today](#)

Aloha & Welcome to Ordnance Reef

Project Overview

Office of the Deputy Assistant Secretary of the Army for Environment Safety and Occupational Health (ODASA-ESOH) with Federal, State and Local partners have teamed together in Oahu Hawaii to address various issues identified off of the Waianae Coast relating to a Discarded Military Munitions site, Ordnance Reef (Site HI-06). The U.S. Department of Defense's will assess the potential risk to human health and the environment, identify munitions disposal options, establish and Ordnance Reef Outreach Plan and initiate institutional controls promoting unexploded ordnance safety, and remove energetics that wash ashore. Ordnance Reef (Site HI-06) is located on the West Coast of the island of O'ahu, Hawai'i, more commonly referred to as the Leeward Coast. This is a fairly large rural geographical area. The communities immediately surrounding Ordnance Reef (Site HI-06) are Kapolei, Nānākuli, Mā'ili, and Wai'anae. Site HI-06 is located approximately 2 miles south of Waianae's Pokai Bay.

Sea Disposal Site HI-06 is the primary focus of the Ordnance Reef Project. During a benthic survey of the Island of Oahu's western outfall diffuser in 1992, the City and County of Honolulu, Department of Wastewater Management's oceanographic team discovered military munitions between 0.3 and 0.6 miles northwest of the diffuser. Military munitions were observed on the ocean bottom between 60 and 120 feet of sea water. All military munitions observed were described as unexploded ordnance (UXO). USACE requested Explosive Ordnance Disposal Mobile Unit THREE Detachment Middle Pacific (EODMU3 DET MIDPAC) located at Pearl Harbor, Hawaii to conduct an underwater survey to determine the location and scope of UXO present at Site HI-06 and identify the various amounts and types of military munitions involved. A variety of military munitions were located during the survey including, but not limited to, 8 inch naval gunfire projectile ammunition, 105mm and 155mm artillery projectiles, a naval mine, mortars, bombs, and SAA. Approximately 2,000 military munitions were identified by size and type. A complete listing of munitions types and locations can be found in this report (020729 EOD Incident Report - Support to POH.PDF). EODMU 3 DET MIDPAC reported the munitions as DMM, not UXO because the munitions were either not fuzed or had not been fired or dropped as designed to initiate its arming sequence therefore the munitions did not pose an immediate risk.

The National Oceanic and Atmospheric Administration (NOAA) conducted a screening-level survey of Site HI-06 (Ordnance Reef) in 2006. This study confirmed the original report and also made an initial assessment of the potential Munitions Constituents (MC) at Site HI-06. The NOAA study found little or no evidence of MC derived from the DMM.

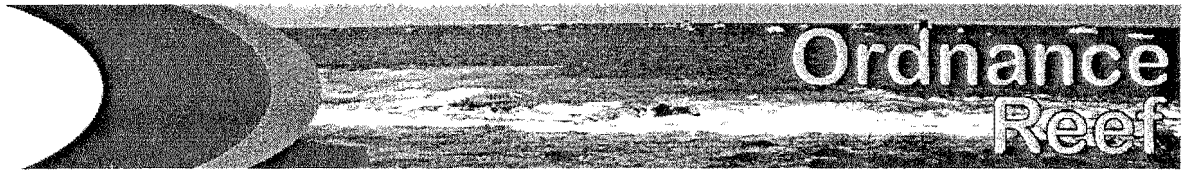
Independent assessments of results from the surveys concluded there was no imminent or substantial threat to human health or to the environment, from either the explosive hazards or a potential release of MC from the DMM. The

assessment of the explosive risks found that the greatest risk is from activities that deliberately disturb the munitions. All other risks are considered minimal, and the implementation of an explosives safety education program would minimize the risk posed by the presence of these munitions.

Funding for the Ordnance Reef Project was made possible through the efforts of Hawai'i's Congressional delegation and by the DoD (Office of the Deputy Assistant Secretary of the Army for Environment Safety and Occupational Health (ODASA-ESOH)) through its National Defense Center for Energy and the Environment.

This website will provide the public with accurate and timely information about the program and its results.

Copyright © 2009 US Army Corps of Engineers



Project Overview	FAQS	Safety Tips & Resources	E A	Project Team	ORCC	Map	History	Contact Us
----------------------------------	----------------------	---	---------------------	------------------------------	----------------------	---------------------	-------------------------	----------------------------

Partners

[ODASA](#)
[USARPAC](#)
[IMCOM-PACIFIC](#)
[USAG-HI](#)
[USACE-POD](#)
[USATCES](#)
[USACHPPM](#)
[NOAA](#)
[EPA](#)
[HI State Dept of Health](#)
[HI State Dept of Land and Natural Resources](#)
[UH-Manoa City & County of Honolulu](#)
[Waianae Neighborhood Board](#)
[Nanakuli Neighborhood Board](#)
[Waianae Harbor Master](#)

Ordnance Reef Area Map



Have a question about the project?
[Contact us today](#)

Ordnance Reef (Site HI- 06), is an area of shallow fringing reef measuring approximately 4.2 km by 2.2 km along the Waianae coast of Oahu, Hawaii, which was used as a disposal area for discarded military munitions (DMM) following World War II (WWII). Site HI- 06 has been the subject of multiple investigations; these include an inventory of munition items present conducted by the U.S. Army Corps of Engineers (USACE) in 2002 and a screening-level risk investigation conducted by the National Oceanic and Atmospheric Administration (NOAA) and the University of Hawaii (UH) in 2006.



Ordnance Reef (Site HI- 06), (Unexploded Ordnance as indicated on NOAA's nautical chart 19340), lies on the western, leeward side of O'ahu and covers an area of approximately 1 nautical mile in length by 0.5 nautical miles in width, and lies in approximately 10 - 70 meters of water. The nearest Hawaiian cities are Wai'anae, which is approximately 3 miles to the northeast, and Maili, HI, approximately 5 miles to the east.



The Map above depicts ocean monitoring sensors that have been placed to support ocean monitoring efforts. Nine ADCPs will be installed adjacent to the disposal site. The mooring locations have been chosen by NOAA and UH

oceanographers to provide the greatest benefit to the computer models. NOAA representatives working with the Waianae community to gain local knowledge of the intended mooring locations and through discussions between the oceanographers and local fishermen, it was decided that more ADCPs moored in the Ordnance Reef study area would greatly improve project results, and additional ADCPs were added to the overall project plan. The deep water sensor string moored in approximately 2,400 m of water has five ADCPs, and each of the four shallow water trawl resistant platforms contains one ADCP. Two of the shallow water platforms are located in 91 m of water, while the other two shallow water platforms are deployed closer to shore in 15 m of water. The yellow circles represent the ADCP Locations.



At the request of Army Corps of Engineers, the Explosive Ordnance Disposal Detachment (MIDPAC) (UIC-32082) from Pearl Harbor, HI planned to conduct a diver survey to determine the various amounts and types of military munitions in Pokai Bay on the western coast of O'ahu, HI. The survey for military munitions was scheduled to begin September 2001 but was put on hold until July 2002 due to the events of September 11, 2001. Diving operations began on July 18 and continued until July 25, 2002. The search method employed was diving a course heading the length of the study area, with course corrections sent from the surface to ensure accurate runs. Each run was 100 yards apart. Due to the water clarity this was deemed sufficient to get a general evaluation of the overall search area. Bounce dives were conducted on the deepest surveyed area just outside of the third section to try and determine the extent the military munitions disposal site. Contacts were reported and marked using global positioning system (GPS)

Copyright © 2009 US Army Corps of Engineers

PROPOSED CIP DISTRICT 1
FY 2011

ID NO./APO*	Project #	PROJECT	AMOUNT	DESCRIPTION	AREA	COMMENTS
11	2000052	Drainage Improvements at Various Locations	\$1,320,000	Acquire land, plan, design and construct drainage improvements at various locations such as Palani Avenue, Miller Street, Auyong Homestead Road and Meleana Place. 10,000-L, 10,000-P, 100,000-D, 1,200,000-C	Waianae	Auyong Homestead Road \$10,000-P, \$100,000-D
12	2005002	Drainage Outfall Improvements	\$620,000	Plan, design and construct drainage improvements at various locations such as Pupu St., Lahilahi St., Pokiwai Ditch, Kukiouou Stream and Hookele St. Drain Outfall. 10,000-P, 100,000-D, 510,000-C	Waianae, Ewa	Pupu St.- \$250,000-C, Lahilahi-\$100,000, Hookele St. Drain Outfall-\$10,000-P, \$100,000-D
13	2009036	East Kapolei Fire Station	\$4,500,000	Design, construct, provide construction inspection and related equipment for a new fire station. 50,000-D, 3,550,000-C, 600,000-I, 300,000-E	Kapolei	
14	CDBG	Empower Oahu - Mauka to Makai Microenterprise Project	\$166,667	Provision of funds for a program to assist participants in establishing or expanding microenterprises. This is a new project.	Islandwide	
15	1997811	Ewa Beach Sewers, Section 4, Improvement District, TMK: 9-1-01:37-42	\$250,000	Plan and design sewer improvements. 50,000-P, 200,000-D	Ewa	
16	2010142	Ewa Villages Water Line Improvements	\$500,000	Plan, design and construct upgrade improvements to the existing R-1 water irrigation system/water line in Ewa Villages. 9,000-P, 490,000-D, 1,000-C	Ewa	
17	2000101	Flood Control Improvements At Various Locations	\$2,720,000	Acquire land, plan, design, construct and inspect (including reviews) flood control improvements at various locations such as Aiea Stream Access, Wailani Stream, Kahaluu Debris Basin and Maillili Channel Restoration. 10,000-L, 10,000-P, 300,000-D, 2,300	Waianae	Maillili Channel Restoration \$1,000,000-C, \$100,000-I
18	2001053	Golf Course Improvements	\$200,000	Design, construct and provide construction inspection for improvements at municipal golf courses. 25,000-D, 165,000-C, 10,000-I	Ewa	
19	CDBG	Good Beginnings Alliance - PS Strengthening Families of Oahu's Keiki	\$168,157	Provision of funds to support Strengthening Families of Oahu's Keiki an early childhood and family strengthening project focused on services to improve conditions through family development in homeless shelters. This is a continuation project.	Waianae	85-638 Farrington Highway

PROPOSED CIP DISTRICT 1
FY 2011

ID NO./APO.	Project #	PROJECT	AMOUNT	DESCRIPTION	AREA	COMMENTS
30	2001068	Kapolei Community Park	\$50,000	Design ballfield improvements. 50,000-D	Kapolei	
31	1995006	Kapolei Consolidated Corporation Yard	\$600,000	Design final phase of the master planned corporation yard which includes Automotive Engineering Services (AES) fueling and vehicle wash facilities, construct phase 2 improvements which includes a Drivers Training Facility, and provide related construction	Kapolei	
32	2007078	Leeward Coast Park Improvements	\$1,000,000	Plan, design, construct and provide construction inspection and related equipment for improvements to parks in Makakilo and from Kapolei to Kaena Point. 5,000-P, 80,000-D, 900,000-C, 10,000-I, 5,000 E	Kapolei, Waianae	Amend justification??
33	CDBG	Legal Aid Society of Hawaii - PS - Home Preservation Project II	\$94,088	Provision of funds to establish a Home Preservation Project on Oahu to provide legal services to prevent homelessness. This is a continuation project.	Waianae	85-670 Farrington Highway
34	HOPWA	Life Foundation- HOPWA 10	\$49,240	Provision of funds for supportive services (\$49,240) to support persons with HIV/AIDS. This is a continuation project.	Islandwide	
35	2000037	Mauna Lahilahi Beach Park Protective Breakwater	\$1,700,000	Plan, design and construct protective breakwater for shoreline erosion control of beach area and provide construction inspection. 10,000-P, 100,000-D, 1,500,000-C, 90,000-I	Waianae	
36	HOME	Mutual Housing Association of Hawaii, Inc. - Ko'oloa'ula - Phase I	\$1,700,000	Provision of funds to develop affordable rental units in East Kapolei. This is a new project.	Kapolei	TMK: 9-1-017:093
37	2010121	Kapolei Police Station Air Conditioning	\$25,000	Plan a back-up air conditioning system for the alternate dispatch center. 25,000-P	Kapolei	
38	CDBG	Nanakuli Hawaiian Homestead Community Association - Agnes K. Cope Hawaiian Cultural Center	\$1,000,000	Provision of funds to construct a community service center for the residents of Nanakuli. This is a continuation project.	Waianae	TMK: 8-9-02:01 and 67

PROPOSED CIP DISTRICT 1
FY 2011

ID NO./APO*	Project #	PROJECT	AMOUNT	DESCRIPTION	AREA	COMMENTS
48	2002072	Renovate Recreational Facilities	\$2,000,000	Plan, design, construct, inspect and provide related equipment for park improvements to existing park recreational facilities to include lighting system for playcourts, playfields, parking lots and walkways. 10,000-P, 184,000-D, 1,695,000-C, 106,000-I, 5	Kapolei	Kamokila Park reroof 15,000-D, 110,000-C included
49	1998517	Seismic Retrofit at Bridges	\$2,440,000	Acquire land, plan, design, construct and inspect improvements to retrofit existing bridges for seismic loads at various locations. 20,000-L, 20,000-P, 1,000,000-D, 1,000,000-C, 400,000-I	Waianae	Paakea Bridge included 200,000-D
50	2002043	Sewer Manhole and Pipe Rehabilitation at Various Locations	\$203,000	Plan, design, construct and inspect sewer manhole and pipe rehabilitation. 1,000-P, 200,000-D, 1,000-C, 1,000-I	Islandwide	May include Waianae
51	2003134	Solid Waste to Energy Facility	\$142,853,000	Plan, design, construct and inspect expansion of the Solid Waste to Energy Facility or construct a new facility. 1,000-P, 1,000-D, 141,350,000-C, 1,000-I, 1,500,000-X	Kapolei	
52	2011047	Solid Waste to Energy Facility-Rehabilitation	\$4,000,000	Design, construct and inspect facility rehabilitation. 1,000-D, 3,998,000-C, 1,000-I	Kapolei	
53	CDBG	Special Olympics Hawaii - Special Olympics Hawaii Sports Complex	\$1,000,000	Provision of funds for the creation of a multi-purpose sports, education, fitness wellness facility in Kapolei with an emphasis on providing accessible facilities to persons with intellectual disabilities. This is a new project.	Kapolei	
54	2004130	Traffic Signals and Signal Loops	\$140,000	Design and construct traffic signalization loops at various locations such as Windward, Leeward and Central Oahu. 40,000-D, 100,000-C	Leeward	No specific area identified
55	2008039	Waianae Police Station Replacement -	\$5,000,000	Design and construct a replacement police station. 10,000-D, 4,990,000-C	Waianae	
56	2001062	Wastewater Treatment Plant, Pump Station & Force Main Projects	\$11,101,000	Plan, design, construct and inspect wastewater treatment plant, pump station and force main improvements. 1,000-P, 1,000,000-D, 10,000,000-C, 100,000-I	Waianae	Waianae WWTP included

PROPOSED CIP DISTRICT 1
FY 2011

ID NO./APO*	Project #	PROJECT	AMOUNT	DESCRIPTION	AREA	COMMENTS
OTHER PROJECTS (May have district impact)						
63	1983072	Americans with Disabilities Act Improvement at Parks	\$100,000	Design, construct, provide construction inspection and related equipment for ADA related improvements at parks. 5,000-D, 85,000-C, 5,000-I, 5,000-E	Islandwide	
64	1978005	Bus and Handi-Van Acquisition Program	\$17,737,000	Purchase and inspect buses and handi-vans. 104,000-I, 17,633,000-E	Islandwide	
65	2003007	Bus Stop Site Improvements	\$500,000	Plan, design, construct, inspect and acquire equipment for bus stop site improvements at various locations. 5,000-P, 85,000-D, 400,000-C, 5,000-I, 5,000-E	Islandwide	For unforeseen improvements, locations TBD
66	1999311	Computerized Traffic Control System	\$3,481,000	Design, construct, inspect, equip and upgrade traffic cameras, signal controls and traffic center technology in various locations. 300,000-D, 3,150,000-C, 30,000-I, 1,000-E	Islandwide	
67	2006001	Pedestrian- Transit Connections	\$516,000	Plan, design, construct, inspect and acquire equipment for pedestrian safety improvements at bus stops. 1,000-P, 100,000-D, 400,000-C, 10,000-I, 5,000-E	Islandwide	Safety at pedestrian crossings near bus stops to make ADA compliant.
68	1998537	Reconstruction of Concrete Sidewalks	\$1,000,000	Reconstruct concrete sidewalks. 1,000,000-C	Islandwide	
69	2007043	Street Light Meter Cabinets, Transformers and Street Lighting Improvements	\$730,000	Design and construct street light meter cabinet, transformer and street lighting improvements at various locations. 10,000-D, 720,000-C	Islandwide	
70	2010030	Traffic Engineering Devices at Various Locations	\$500,000	Plan, design, construct, inspect and acquire equipment for traffic safety devices. 10,000-P, 75,000-D, 380,000-C, 30,000-I, 5,000-E	Islandwide	Specific sites & cost estimates per site TBD
71	2008036	Transit Safety and Security Projects	\$457,000	Plan, design, and acquire equipment for on-board security cameras. 1,000-P, 1,000-D, 455,000-E	Islandwide	For buses

PROPOSED CIP DISTRICT 1
FY 2011

ID NO./APO*	Project #	PROJECT	AMOUNT	DESCRIPTION	AREA	COMMENTS
57	2007024	West Loch Golf Course - Ponds & Waterways -	\$1,100,000	Design, construct and provide construction inspection for golf course improvements such as, dredging of silt retention basins throughout the course and also Honouliuli Stream that drains into the course. 5000-D, 1,000,000-C, 95,000-I	Ewa	
58	2010143	West Loch R-1 Waterline Improvements	\$300,000	Plan and design upgrade improvements to the existing R-1 water irrigation system/water line in West Loch. 250,000-P, 50,000-D	Ewa	
59	2011028	West Oahu Traffic Improvements at Various Locations	\$18,550,000	Design, construct and inspect an extension of the existing Kapolei Parkway and adjoining roadways. 1,000-D, 16,399,000-C, 2,150,000-I	Kapolei	
61	CDBG	Windward Spouse Abuse Center - PS - Saving One Life At A Time	\$176,563	Provision of funds for staffing and overhead for an emergency shelter for victims of domestic violence and the homeless. This is a continuation project.	Islandwide	via Windward
62	CDBG	Volunteer Legal Services Hawaii - PS - Housing Support Legal Program	\$133,111	Housing Support Legal Program, that provides legal support for people in emergency and transitional shelters and neighborhood legal clinics for low- and moderate-income persons. This is a continuation	Islandwide	
		One'ula Beach Park, Ewa Beach (TMK: 9-1-12:25; 30.0 Acres)	50,000	Added in CD	Ewa	
		Westloch Shoreline Park, Waipahu, TMK 9-4-48: 74	50,000	Added in CD	Ewa	
		Ocean Pointe Park (TMK: 9-1-12:43)	50,000	Added in CD	Ewa	
		Kaupuni Neighborhood Park, Waianae	200,000	Added in CD	Waianae	

PROPOSED CIP DISTRICT 1
FY 2011

ID NO./APO*	Project #	PROJECT	AMOUNT	DESCRIPTION	AREA	COMMENTS
39	2009011	Nanakuli Regional Park	\$700,000	Provision of funds for the site selection, environmental assessment and preparation of a master plan for the development of a new regional park. 700,000-P	Waianae	
40	2010046	Oahu Secondary Landfill- Site Selection Study	\$500,000	Conduct a site selection study for a secondary landfill on Oahu. 500,000-P	Kapolei	
41	CDBG	Parents and Children Together Business Start-up Project	\$114,637	Provision of funds for microenterprise training and start-up through a Business Start-Up project on the Leeward Coast at the Kahikolu, Paiolu Kaiulu and Mailii Land Shelters. This is a continuation project.	Waianae	TMK: 8-5-027:073, 8-5-028:041 and 8-7-002:012
42	CDBG	Parents and Children Together PS - Family Peace Center Victim and Children's Services	\$182,733	Provision of funds to continue and expand comprehensive crisis response care and support for victims of domestic violence. This is a continuation project.	Islandwide	
43	2002025	Police Stations and Buildings Improvements	\$2,000,000	Plan, design, construct, inspect and provide related equipment for improvements to police stations and facilities. 20,000-P, 135,000-D, 1,730,000-C, 90,000-I, 25,000-E	Kapolei	\$75,000 Kapolei PS
44	2009041	Preservation and Conservation Lands	\$3,000,000	Provision of funds for the acquisition of land for land conservation purposes consistent with the Revised Ordinances of Honolulu Chapter 6, Article 62, which may include acquisition of land for an active park in the Leeward area such as the Nanakuli area.	Waianae	
45	2010107	R-1 Waterline Improvements at Various Golf Courses	\$500,000	Plan, design, construct and provide construction inspection for improvements to the existing R-1 water system including replacement of pumps and filters. 25,000-P, 25,000-D, 440,000-C, 10,000-I	Ewa	
46	2010054	Refuse Facilities Improvements at Various Locations	\$1,151,000	Design, construct, inspect and procure equipment for refuse facilities improvements. 300,000-D, 750,000-C, 100,000-I, 1,000-E	Ewa, Waianae	Various convenience center facility repairs/upgrades for Ewa & Waianae-D & C, Waianae Collection Yard Fencing- D
47	1997502	Rehabilitation of Streets	\$77,000,000	Design, construct and inspect street rehabilitation at various locations. 5,500,000-D, 70,500,000-C, 1,000,000-I	Ewa	Renton Rd included

PROPOSED CIP DISTRICT 1
FY 2011

ID NO./APPO-	Project #	PROJECT	AMOUNT	DESCRIPTION	AREA	COMMENTS
20	HOPWA	Gregory House Programs- HOPWA 10	\$370,770	Provision of funds for tenant-based rental assistance (\$273,982), Short Term Rent Mortgage Utility Assistance (\$23,000), supportive services (\$57,283) and administrative expenses (\$16,505) to support persons with HIV/AIDS. This is a continuation project.	Islandwide	
21	ESG	Hale Kipa, Inc.- ESGP 10	\$60,000	Provision of funds for operating expenses and essential services related to a transitional living program. This is a continuation project.	Ewa	91-1002 Apaa Street
22	HOME	Hawaii Community Development Board - Hale Makana 'O Nanakuli Affordable Rental	\$1,600,000	Provision of funds to develop affordable rental housing units on the Leeward Coast. This is a new project.	Waianae	TMK 8-9-002:001, 89-102 Farrington Highway
23	2007005	Honolulu High Capacity Transit Project	\$1,316,084,000	Plan, design, construct, inspect, relocate, acquire land and equipment for the Locally Preferred Alternative. 41,322,000-L, 3,751,000-P, 77,774,000-D, 673,795,000-C, 13,170,000-I, 501,680,000-E, 4,592,000-R	Kapolei, Ewa	
24	2007020	Honolulu Police Department MPDES Small MS4 Permit Program	\$370,000	Plan, design and construct improvements to police stations and facilities to meet National Pollutant Discharge Elimination System (NPDES) requirements, provide construction inspection and related equipment. 10,000-P, 250,000-D, 100,000-C, 5,000-I, 5,000-	Kapolei	Kapolei PS included
25	2009110	Honouliuli Wastewater Treatment Plant And Sewer Basin Facilities	\$1,000	Acquire land for treatment plant and sewer basin facilities improvements. 1,000-L	Ewa	
26	ESG	Ho'omau Ke Ola- ESGP 10	\$35,000	Provision of funds for essential services related to homeless substance abusers on the Waianae Coast. This is a continuation project.	Waianae	84-1006 A & B Farrington Highway
27	2005061	Integrated Solid Waste Management Program	\$500,000	Conduct an integrated solid waste management program. 500,000-P	Islandwide	
28	1981005	Kahe Point Beach Park, (TMK: 9-2-03:15; 4.47 Acres)	\$150,000	Design reconstruction of park improvements. \$150,000-D	Waianae	(Listed in CIP budget as District 9)
29	2002088	Kaiaeloa Regional Park	\$50,000	Prepare a park master plan. 50,000-P	Kapolei	

**PROPOSED CIP DISTRICT 1
FY 2011**

ID NO./APO*	Project #	PROJECT	AMOUNT	DESCRIPTION	AREA	COMMENTS
1	1994009	Americans with Disabilities Act Improvements at Public Buildings	\$140,000	Plan, design, construct, provide construction inspection and related equipment for accessibility improvements to City owned facilities. 10,000-P, 10,000-D, 110,000-C, 5,000-I, 5,000-E	Kapolei, Waianae Fy 201	Waianae Neighborhood Community Center- \$30,000 & Kapolei Hale- 110,000
2	1993050	Asing Community Park	\$410,000	Construct and inspect improvements such as mitigative improvement to address building settlement. 400,000-C, 10,000-I	Ewa	
3	2010111	Automated Fuel Improvements at Various Locations	\$200,000	Design and construct automated fuel improvements at police facilities such as Pearl City, Kaneohe, Waianae, Wahiawa, Kahuku, Kailua, Kapolei and Training Academy. 80,000-D, 120,000-C	Kapolei	Focusing on Kapolei PS
4	2000060	Bridge Inspection, Inventory and Appraisal	\$1,330,000	Conduct bridge inspection and appraisal at various locations. 1,330,000-I	Islandwide	Few in district
5	2001116	Bus Stop ADA Access Improvements	\$439,000	Plan, design, construct, inspect, acquire equipment and provide relocation for ADA improvements at various bus stops. 1,000-P, 92,000-D, 319,000-C, 25,000-I, 1,000-E, 1,000-R	Waianae	3 bus stops in Waianae included
6	ESG	Catholic Charities Maililand-ESGP 10	\$60,000	Provision of funds for operating expenses related to a family transitional shelter. This is a continuation project.	Waianae	87-190 & 87-191 Maliona Street
7	ESG	Child and Family Service-ESGP 10	\$50,000	Provision of funds for operating expenses related to domestic abuse shelters. This is a continuation project.	Suppressed	
8	CDBG	Department of Community Services - Rehabilitation Loan Program	\$1,500,000	The Rehabilitation Loan Program provides financing assistance to income qualified homeowners in order to meet basic housing quality standards. This is a continuation project.	Islandwide	
9	HOME	Department of Community Services - Tenant-Based Rental Assistance Program	\$300,000	Provision of funds to expand rental assistance services to eligible low-and moderate-income persons. This is a continuation project.	Islandwide	
10	CDBG	Domestic Violence Action Center - PS - Crucial Direct Services to Victims	\$116,219	Provision of funds to provide services and resources for victims of domestic violence in need of legal counseling. This is a continuation project.	Islandwide	

AHI FEVER CAMPING PERMIT QUESTIONS AN ANSWER
FROM COUNCILMAN TOM BERG TO PARKS DIRECTOR GARY CABATO

BERG What exactly is the problem for not issuing a permit to accommodate the organizers of Ahi Fever?

CABATO The event organizers were camping in the permitted area which is prohibited. Previous years, ther event took place in the form of a hoolaulea. This year they are not doing the hoolaulea. This park is not an authorized area for camping. Another reason what I considered as part of my decision was a health issue. The comfort station at the boat harbor is closed because it is scheduled to be upgraded from a cess pool system to a sewer system that is scheduled for completion in 2012. The NB Board also requested for the park to be close between 10:00 p.m. to 6:00 a.m.

BERG Is there a law or rule that prohibits it? Yes Apparently, it has been done for 20 years, what is the problem now?

CABATO YES, The permit is issued by our Waianae District Office Complex and the Recreation Complex Supervisor inspected the event to ensure compliance with the condition(s) of use and our rules. We found several discrepancies but the most serious one was folks camping overnight.

BERG What remedy or assistance from the council to do need for you to grant the permit?

CABATO No action is needed by the city council, but action from your office will be appreciated by informing the event organizers to follow park rules and the permit condition(s).

BERG Please send me the City law, rule or regulation that prohibits it so we can change it.

CABATO You can find the rules on the city's intranet under DPR rules 'camping' which identifies which parks that are authorized for camping. The Waianae Boat Harbor Park or Waianae District Park is not listed as one of the approve campsites.

Camping is allowed by permit at 15 City and County of Honolulu campsite facilities. They are:

Bellows Field Beach Park	41-043 Kalaniana'ole Highway, Waimanalo	50 campsites (weekends only)
Hau'ula Beach Park	54-135 Kamehameha Highway, Hauula	15 campsites
Kaiaka Bay Beach Park	66-449 Haleiwa Road, Haleiwa	7 campsites
Kea'au Beach Park	83-431 Farrington Highway, Waianae	25 campsites
Kokololio Beach Park	55-017 Kamehameha Highway, Laie	5 campsites
Kalaeloa Beach Park	Barbers Point, Ewa Beach	13 campsites (weekends only)
Kualoa "A" Regional Park	49-479 Kamehameha Highway, Kaneohe	7 regular campsites; also 1 large and 1 small campsite, call Kualoa Regional Park office at 237-8525 to reserve the large and small camp site. (Weekends only, Friday to Sunday, no camping summer months June, July and August).
Kualoa "B" Regional Park	49-479 Kamehameha Highway, Kaneohe	30 campsites (there are currently 14 available)
Lualualei Beach Park #1	86-221 Farrington Highway, Waianae	6 campsites (summer only)
Maili Beach Park	87-021 Farrington Highway, Waianae	12 campsites (weekends only)
No camping until further notice: Mokule'ia Beach Park	68-919 Kaena Point Road, Waialua	15 campsites
Nanakuli Beach Park	89-269 Farrington Highway, Waianae	12 campsites (there are 11 currently available)
Swanzy Beach Park	51-369 Kamehameha Highway, Kaaawa	9 campsites (weekends only)
Waimanalo Bay Beach Park	41-043 Aloloi Street, Waimanalo	10 campsites
Waimanalo Beach Park	41-741 Kalaniana'ole Highway, Waimanalo	22 campsites (there are currently 19 available)