

General Area of Interest



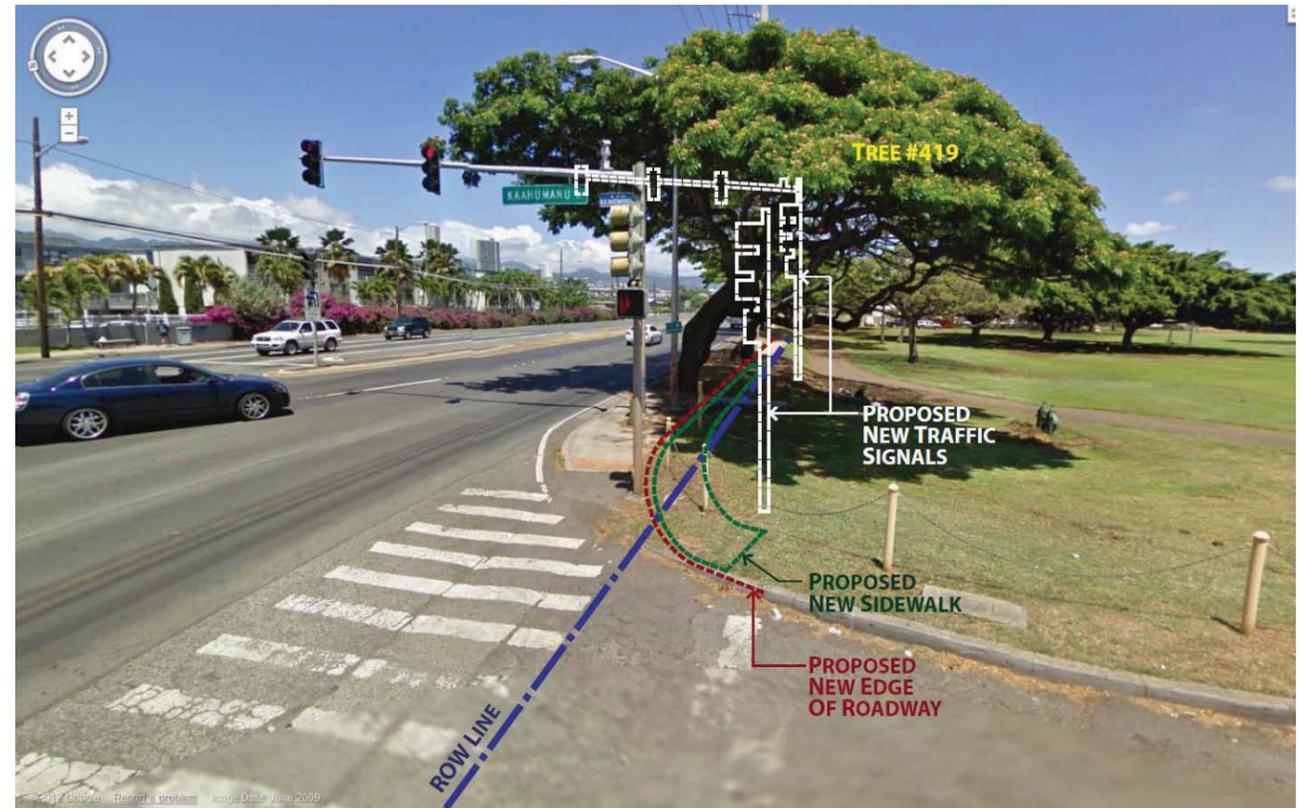
De Minimis Impacts - Upgrades and Replacements



A. Bus Shelter Relocation



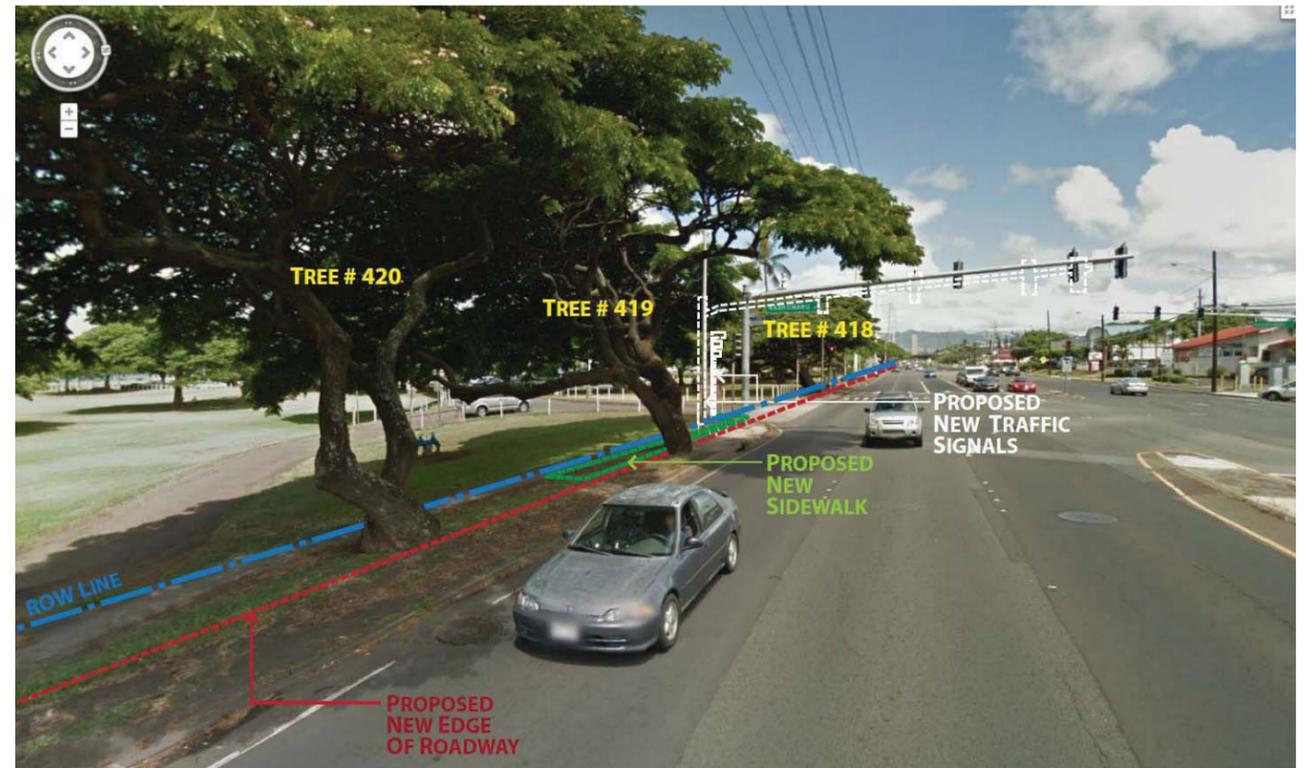
C. New Edge of Roadway and Sidewalk - View 1



B. Driveway Repavement and New Signal Poles



D. New Edge of Roadway and Sidewalk - View 2





IN REPLY REFER TO:

CMS-APOOENV-00229

HONOLULU AUTHORITY for RAPID TRANSPORTATION

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DEPT. OF PARKS
& RECREATION
HONOLULU, HI

April 18, 2013

MEMORANDUM

TO: TONI P. ROBINSON, DIRECTOR
DEPARTMENT OF PARKS AND RECREATION

FROM: DANIEL A. GRABAUSKAS
EXECUTIVE DIRECTOR AND CEO

SUBJECT: NEAL S. BLAISDELL PARK
REQUEST FOR SECTION 4(f) TEMPORARY OCCUPANCY AND *DE MINIMIS*
CONCURRENCE
HONOLULU RAIL TRANSIT PROJECT

The purpose of this memorandum is to request your concurrence with a temporary occupancy and *de minimis* impact findings under Section 4(f) of the Department of Transportation (DOT) Act of 1966 (hereinafter referred to as "Section 4(f)") for the Honolulu Rail Transit Project (H RTP) effects to Neal S. Blaisdell Park. Section 4(f) protects historic resources and publically-owned parks, recreation areas, and wildlife refuges.

The Honolulu Authority for Rapid Transportation (HART) is requesting written concurrence from the Department of Parks and Recreation that 1) the "temporary occupancy" for construction staging in the Neal S. Blaisdell Park does not constitute a use under Section 4(f) Regulations and 2) other minor permanent impacts would be considered a "*de minimis* impact" under Section 4(f) Regulations. Attachment 1 illustrates the general area of interest in this discussion.

Temporary Occupancy

Description of "temporary occupancy" under Section 4(f)

A temporary occupancy of property does not constitute a use of a Section 4(f) resource when all the following conditions are satisfied (23 CFR 774.13(d)):

- Duration is temporary (i.e., less than the time needed for construction of the project), and there is no change in ownership of the land.
- Scope of work is minor (i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal).
- There are no anticipated permanent adverse physical impacts, nor is there interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.

- The land being used will be fully restored (i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project).
- There is a documented agreement of the official(s) having jurisdiction over the Section 4(f) resource regarding the above conditions.

Description of “temporary occupancy” impacts at Neal S. Blaisdell Park

The “temporary occupancy” will consist of temporary construction related activities associated with the removal of three mature monkeypod trees from the adjacent Hawaii Department of Transportation (HDOT) right-of-way (ROW) at the Kamehameha Highway park entrance. According to the project arborist, these trees are not suitable for transplanting (Attachment 2). The trees are entirely within HDOT ROW, but park property would be used to accommodate their removal. The reason for performing this work on park property is to provide for the safety of the public and avoid traffic impacts associated with staging in Kamehameha Highway travel lanes.

In addition to the tree removal, other temporary construction-related impacts include those related to the activities described as follows: Construction of a new bus shelter, installation of new traffic signal poles, repavement of the park entrance, new sidewalk construction, landscaping along the park entrance, and relocation of bushes from HDOT ROW. The total area of temporary occupancy is approximately 18,500 square feet (Attachment 3).

Access to the park will be maintained during all construction activities. The staging areas and construction zone will be closed to the public temporarily during construction and HART’s Contractor, Kiewit Infrastructure West Co., will coordinate with the park manager to minimize construction during any scheduled park events as practicable. After construction, the disturbed areas will be restored to their original condition.

These construction-related impacts are considered temporary and minor because the use is temporary; the scope of the work on the property is minor; there are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis; and the land being used will be fully restored. Therefore, the temporary occupancy to accommodate construction does not constitute a use under Section 4(f) Regulations.

De Minimis Impact

Description of “*de minimis* impact” under Section 4(f)

The requirements of Section 4(f) are considered satisfied if it is determined that a transportation project would have only a “*de minimis* impact” on the Section 4(f) resource. The provision allows avoidance, minimization, mitigation, and enhancement measures to be considered in making the *de minimis* determination. The agencies with jurisdiction over the resource must concur in writing with the determination. *De minimis* impact is defined in 23 CFR 774.17 as follows: For parks, recreational areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not

adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).

Description of the “*de minimis* impact” to Neal S. Blaisdell Park

As a part of the widening of Kamehameha Highway within the HDOT ROW, the highway pavement will move closer to the park on both sides of the park entrance. The existing drainage structure Koko Head of the park entrance is a pass-through culvert that drains into the park. This culvert will be reconstructed to maintain existing drainage patterns. Existing power poles installed along the HDOT ROW will remain in the HDOT ROW. Landscaping shrubs and a coconut palm (identified for removal in the project’s tree disposition plan) also located within the HDOT ROW will be removed.

The following project actions are proposed at Neal S. Blaisdell Park:

- New Bus Shelter. An existing bus shelter, sharing HDOT and park ROW along Kamehameha Highway, will be replaced. It will extend slightly further into the park depending on the design chosen. The future pad under the bus shelter will be concrete with a supporting concrete roadway bus pad in Kamehameha Highway. This shelter can retain the wooden shingle design that matches other park buildings, if desired.
- New Traffic Signal Poles. Four traffic signal poles will be installed in the park, replacing poles currently located in the HDOT ROW. These signal poles support ingress and egress from Kamehameha Highway at the park entrance and pedestrian access.
- Repavement of Park Entrance. Existing traffic signal loop detectors will be replaced in the park entrance driveway. The full park entrance driveway will be repaved from Kamehameha Highway to a point 65 feet into the park.

The above described activities are shown in Attachment 4.

As requested by Mr. Stanley Oka, DPR Urban Forestry Administrator (memorandum dated March 1, 2013), HART (and its consultants/contractors) shall coordinate with the park manager and staff to provide the following:

- Project donation to the park of a mutually agreed upon number of large trees for transplant into the park from the H RTP nursery, from other H RTP locations along Kamehameha Highway, or other sources, depending on the size of the trees selected.
- Replacement landscaping materials for either side of the park entrance in proximity to the current bus shelter, the area adjacent to the three removed monkeypod trees and where shrubs are removed from the HDOT ROW.
- A new concrete mowing strip for ease of maintenance around park bollards, possibly integral to a new sidewalk.

Tony P. Robinson, Director
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Public access to the park will be maintained during temporary occupancy activities and construction of the facilities outlined above. Note that HART and HDOT collaborate on a daily basis on the proposed project and appropriate HDOT staff will be involved in all decisions concerning HDOT ROW, HDOT tree disposition, and Kamehameha Highway widening activities.

Should you have any questions regarding this matter, please contact Ms. Joanna Morsicato at Local 88120 or jmorsicato@honolulu.gov.



 DANIEL A. GRABAUSKAS
Executive Director and CEO

Attachments

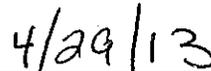
cc: Ms. Faith Miyamoto, HART
Ms. Joanna Morsicato, HART
Ms. Liz Scanlon, HART
Mr. Matt Scanlon, HART

Concurrence:

By signing below, I indicate concurrence with the H RTP temporary occupancy and *de minimis* impact findings for Neal S. Blaisdell Park under Section 4(f) of the Department of Transportation Act, as defined in 23 CFR 774.17, and accept the following project actions as described above.



Toni P. Robinson, Director
Department of Parks and Recreation

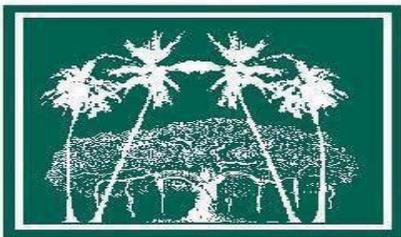


Date



General Area of Interest





Steve Nimz and Associates Inc.

Consulting Arborist Services

PO BOX 10026 Honolulu, Hawaii 96816
Office # (808) 734-5963 Fax # (808) 732-4433
Email: Steve@stevenimz.com

February 5, 2013

Bruce Nagao
HART
Alii Place 17th Floor
1099 Alakea Street
Honolulu, Hawaii 96813

Re: Blaisdell Park Monkeypod trees

Dear Mr. Nagao:

The following report addresses three (3) large mature Monkeypod trees growing along Kamehameha Highway fronting Blaisdell Park in Pearl City. The trees are growing on both sides of the entry driveway into the park, in the State right-of-way for Kamehameha Highway.

The trees are in good health and structurally sound. They are a major landmark for the Blaisdell Park entry.



The first Monkeypod tree is on the Ewa side of the entry, has a forty inch trunk diameter, thirty-five foot height and eighty-foot crown spread. The main trunk is leaning at approximately thirty-five degree angle into the park, the sidewalk has been bumped out to allow space for the trunk and buttress roots, the tree has cracked and uplifted the sidewalk. The tree is asymmetric with the majority of foliage growing over the park.



The second and third trees are on the Diamond Head side of the park entry. The sidewalk was moved to the park side of the two trees to accommodate the large trunks.



The second tree has a thirty-seven inch trunk diameter, thirty-five foot height and sixty-foot crown spread, the trunk has a slight lean toward the park and is asymmetric.



The third tree has a forty-inch trunk diameter, thirty-five foot height and fifty-foot crown spread. The trunk consists of low codominant branches with large trunk wounds from past pruning cuts.



The new alignment for the HART Project will severely impact the three Monkeypod trees. The trees are too large to relocate and excavation will structurally weaken the trees stability. I recommend the trees be removed. The wood could be repurposed by woodworkers.

I recommend a proactive agenda by the City and County of Honolulu, Department of Parks and Recreation, Division of Urban Forestry and State of Hawaii Department of Transportation to plant new Monkeypod trees inside the entry gate as soon as possible to provide a growth and establishment period for the trees.

This will reduce the negative impact to the public when the three trees have to be removed for construction. A meeting of representatives from HART, City and County, State of Hawaii DOT, Parsons Brinckerhoff, Kiewit, Landscape Architects and Project Arborist should be arranged to address the issue. There appears to be space inside the park entry for new trees.



If you have any questions, please contact my office at 808-734-5963.

Respectfully yours,

Handwritten signature of Steve Nimz.

Steve Nimz,
ASCA Consulting Arborist

ISA Certified Arborist # WE- 0314AM
ISA PNW Certified Tree Risk Assessor # 419



Area of Temporary Occupancy





De Minimis Impacts - Upgrades and Replacements



Area of Temporary Occupancy

