

**From:** Bob Flatt  
**To:** [DLNR.BLNR.Testimony](#)  
**Subject:** [EXTERNAL] Testimony for BLNR, FRIDAY, January 22, 2021  
**Date:** Tuesday, January 19, 2021 9:42:42 PM

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**FOR THE MEETING OF THE BOARD OF LAND AND NATURAL RESOURCES**  
FRIDAY, January 22, 2021

**Subject: Item E.3 Request Land Board Approve Submitting and Recommending to the Governor Acceptance of the Final Environmental Impact Statement for the Kealakekua Bay State Historical Park Master Plan Project,**

The Traffic Section of the EIS is deeply flawed in concluding traffic flow will be manageable. The EIS should NOT be approved. A short single issue justification follows, there are other issues.

The major tourist attraction in the area is Pu‘uhonua o Honaunau National Historical Park

*Page 3-31 : South Kona has several visitor attractions, most notably Pu‘uhonua o Honaunau National Historical Park at Honaunau and KBSHP. Some 437,000 visitors came to this National Park in 2015.*

It seem reasonable that these visitors are the most qualified to visit another historical park, Kealakekua Bay State Historical Park.

*Page 3-34 : Pu‘uhonua Road south of the T-intersection is narrow. The posted speed limit on both is 10 mph.*

The two Parks are connected by a 4 mile single lane road, particularly narrow in Napoopoo.

*Page 1-20: With an increase in visitation, the number of tourist vehicles traveling on the Pu‘uhonua Road towards Honaunau could also grow. Since that road is very narrow, DSP will encourage the County of Hawai‘i to mark it as “Narrow Road – Local Traffic Only.”*

The EIS states the traffic issue is real, but does not quantify it, or state the carrying capacity of the road. In the era of Google Maps, the proposed mitigation is delusional. In addition DSP has no way to make this happen or guarantee it would be successful. There is no mitigation, just lip service.

*Page 3-38: In sum, vehicle traffic will be manageable, and the Proposed Action will tend to reduce vehicle congestion in Napo‘opo‘o.*

There is no basis for this conclusion, because of the traffic with the National Historical Park has not been addressed. Thus the EIS should NOT be approved.

The context is worth considering:

The Park Plan was originally made decades ago in conjunction with a plan to have three hotels along Pu‘uhonua Road, this would have provided the infrastructure. The hotels were never build and won't be, the zoning for the hotels was removed more than 20 years ago. Any plan for the park must take into account that the original assumptions are no longer valid.

Clearly DSP doesn't want this in public view as there were just 7 days between emailing the EIS to stakeholders and the Land Board submittal deadline.

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**From:** Krista Johnson  
**To:** [DLNR.BLNR.Testimony](#)  
**Subject:** [EXTERNAL] 1/22/21 Item E-3 EIS Kealakekua Bay  
**Date:** Thursday, January 21, 2021 6:48:12 AM

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January 21, 2021

ATTN: BLNR Land Board

In reviewing the final EIS from the DLNR, which we actively worked on with the State, we find the continued push to include a helicopter pad at Ka'awaloa to fly out waste from the proposed waterless toilet to be unacceptable.

I feel that there are better options out there that would not require using a helicopter which would incur heavy costs to the state to build a landing pad and then pay for fuel, pilot and craft.

I would like to see the State pursue alternatives such as WAI (Stuart Coleman) where the by-product from waterless toilets would be bio-char and not need to be removed from the site.

I also do not understand why once again, my partner, Charles Kealoha Leslie, the last living Kupuna Lawai'a in Napo'opo'o with working knowledge of Ka'awaloa, Napo'opo'o and the bay was not consulted as a lineal and cultural voice down here in the EIS. We have been working with the state archaeological division down here for going on 10 years. He spent his youth at Ka'awaloa and has been running fishing operations in the Bay with his family since he was 5 years old (starting in 1946).

Mahalo,  
Krista Johnson  
Kahauloa 'Elua, Napo'opo'o

### [3.13.2.2 Potential Impacts and Mitigation Measures](#)

The Proposed Action includes a waterless toilet at Ka'awaloa. The toilet's wastes will need to be removed periodically. Since the waterless toilet cannot be accessed by a pump truck, waste materials will probably be transported by helicopter (*see* Figure 2-10 for the approximate location of the waterless toilet and helicopter landing zones).

The waterless toilet will be secured to prevent tipping and overturning. To mitigate the potential for waste spills, a licensed service provider will be hired to remove and dispose of the sludge properly.

Figure 2-10 page 2-19

BLNR Item E-3

**From:** Usha Kilpatrick  
**To:** [DLNR.BLNR.Testimony](#)  
**Subject:** [EXTERNAL] Kealakekua Bay EIS  
**Date:** Thursday, January 21, 2021 8:47:22 AM

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Aloha,

I am a resident of Kealakekua Bay and am writing to submit testimony regarding the Kealakekua Bay EIS.

With regarding to Item E-3, it is unacceptable to build a helicopter pad at Ka'awaloa to fly out waste from the proposed waterless toilet. There are many alternatives that are significantly less impactful and that would help move the state toward new waste solutions that are affordable, efficient and better for the environment.

The Hawaii non-profit WAI (Waste Alternatives & Innovations) is actively working with the state in its efforts to reduce sewage pollution and implement innovative technologies. They would be a great resource for determining the appropriate technology to implement at Ka'awaloa. (<https://waicleanwater.org/>)

Mahalo,  
Usha Kilpatrick

**From:** Chuck Leslie  
**To:** [DLNR.BLNR.Testimony](#)  
**Subject:** [EXTERNAL] 1/22/21 Land Board meeting  
**Date:** Thursday, January 21, 2021 6:54:31 AM

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January 21, 2021

ATTN: BLNR Land Board

In reviewing the final EIS from the DLNR, I do not agree with the decision to include a helicopter pad at Ka'awaloa to fly out waste from the proposed waterless toilet.

There are better options out there that would not require using a helicopter. Going this route would mean heavy costs to the state to build a landing pad and then pay for fuel, pilot and craft.

There are better options out there including organizations like WAI (Stuart Coleman) where the by-product from waterless toilets would be bio-char and not need to be removed from the site.

I have been working with the State over at Ka'awaloa for years and was surprised to see I was not included in the list of people on the EIS. I was born here in the Bay in 1941, have been fishing with my family for both subsistence and commercial purposes since I was five years old. I am just confused why they don't ever include me in the process. Fortunately I was able to be part of the Cultural Advisory Group and continue to do so, but it just seems strange that they keep ignoring me down here. I have had a good working relationship with all of you from the time we kept boats on the moorings as commercial fishermen.

Mahalo for your time,  
Charles "Uncle Chuck" Kealoha Leslie  
Kahauloa 'Elua, Napo'opo'o

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Figure 2-10 page 2-19

BLNR Item E-3