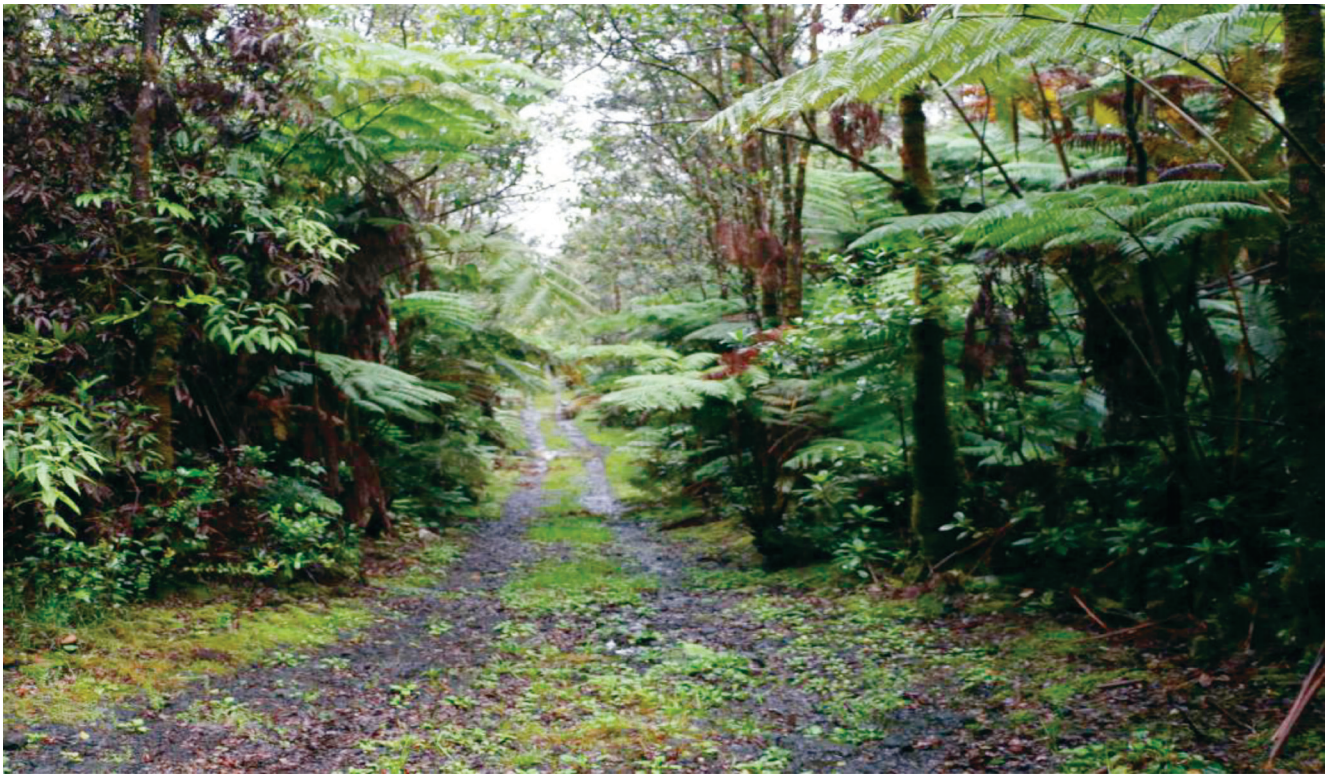




# *Hawaii's Thousand Friends*

## ANNUAL REPORT 2017



### INSIDE:

President's Report • The Death of Big Wind  
Rail Alternatives • TOD  
Hawaii's Endangered Bat • Rim Island  
Hawaii's Last Fishponds



The long-range land use development policy for Oahu has become somewhat confusing. The current City and County long-range General Plan was first adopted in 1977. There have been some revisions over the years, but the basic policies of the plan remain the same.

These call for the full development of central Honolulu - which is called the Primary Urban Center (PUC). It also prescribes that development pressures on agricultural and rural areas can be relieved by development of a Secondary Urban Center (the Second City) in Ewa. East Honolulu and Central Oahu are designated as moderate growth areas. Waianae, the farming areas north of Wahiawa, and North Shore and Windward Oahu are designated as slow growth areas. While these are still official policies for the development of the island, it appears that a different development policy is being followed by the City and County.

Traditional city planning suggests various design forms that a city comprehensive plan can follow. For example, it may be multiple centers similar to our current plan, or a radial or concentric design concentrated around one center. A contrasting form is a multiple nuclei or a nodal form where development extends from a number of separate points or nodes each functionally self sufficient with its own residential, commercial, industrial, etc. land uses. An example of a nodal pattern is a rail line with multiple destinations or stations such as

the system now under construction in Honolulu.

With the City and County of Honolulu's current strong emphasis on Transit Oriented Development (TOD) around each rail station, the land use policy appears to be distinctly different from the adopted General Plan - a nodal rather than a two-center policy.

The rail line might be viewed as connecting the Primary and Secondary Centers. However, given current population forecasts, legitimate questions arise such as: is the Second City still viable when development is now being directed to the TOD areas? Is the policy of full development of the PUC still necessary? Given the population capacity of the TOD areas, is it still necessary to guide some growth to Central Oahu? Unless these questions and others are answered, it appears that the development policies being implemented are in direct conflict with the existing General Plan.

No comprehensive studies are occurring that recognize the differences between the duly adopted land use policies and the concentration of development in spots along the rail line. Different designs can have far reaching implications for affordable housing supply, economic development, infrastructure costs, protection of agricultural land, environmental protection, congestion, and many other aspects of quality of life. What is needed is a comprehensive General Plan review and study following all procedures used to adopt the existing plan.

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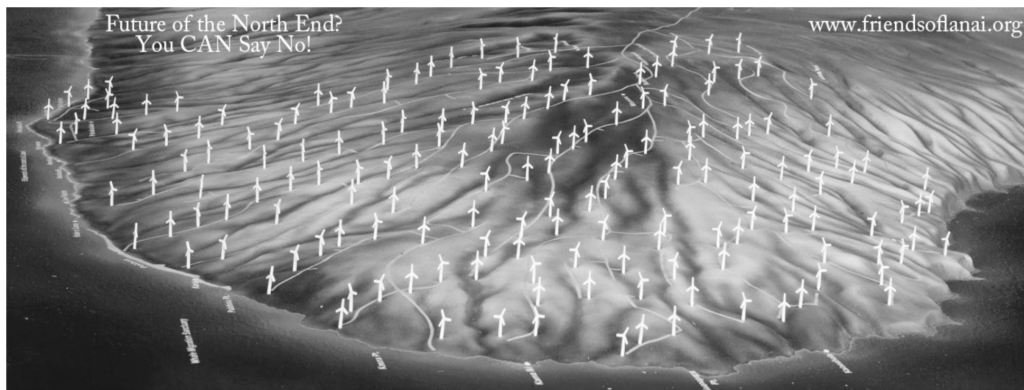
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# Big Wind on Lana‘i is Officially Dead!!

Friends of Lana‘i



On August 15th, 2017, the Public Utilities Commission officially put “Pau” to Big Wind. Quoting from the 2017 Hawaii Legislature’s repeal of the law that authorized the undersea cable, the PUC referred to this statement:

... The legislature notes that the current priorities of the legislature do not include an inter island transmission system. The legislature notes that it is more appropriate to remove references to the inter island transmission system from the Hawaii Revised Statutes.

Further, in 2012, the PUC had asked Castle & Cooke (C&C) to justify its continuance of Big Wind, given that Larry Ellison now owned the land slated for this environmentally destructive project. Of course, C&C was unable to do so.

Without any cable to bring power to O‘ahu, and without having ownership of the land, (and with the new owner clearly not a fan of Big Wind) there was no way to keep alive any further pretense regarding the feasibility

of Big Wind. And although unspoken, many high-level government officials privately acknowledged the community’s loud, consistent and targeted opposition made the project “not worth the fight.”

So it’s now officially over!!

This project of David Murdock, for those who don’t know or don’t remember, was to build 174 turbines, place them on the north end of Lana‘i, and then send all the power to O‘ahu via an undersea cable.

It was a terribly divisive project for our community, pitting family members against family members, long-time friends against their neighbors, legislators against community members.... It was ugly.

But there were standout heroes. Those individuals who took days off to lobby at the legislature, and who traveled to every island to testify at public meetings. Those individuals who donated money, including those ILWU members who donated money but asked for anonymity. Those friends who waved signs every week in front of the Dole Administration Building. The two Lana‘i native Hawaiians who put their names on lawsuits. Those residents who put their voices and faces on videos and television interviews. The lawyers who helped fight C&C. And many, many others whose love for this island gave them the courage to stand up. Consider that the population of Lana‘i at that time was about 2500, and that over 100 individuals participated in the No Windmills efforts. For these folks, on Lana‘i, on other islands, even on the Mainland, Margaret Mead said it best:

“Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it’s the only thing that ever has.”

Mahalo to HTF from Friends of Lana‘i for its support, and for its efforts to inform O‘ahu about Big Wind!



This rendering shows the height of the windmills proposed for the island of Lana‘i.

# TOD – Transit Ori

Along with Honolulu's 20-mile rail with 21-transit stations comes Transit Oriented Development (TOD), a mixed-use residential and commercial area designed to maximize access to public transport.

As stated on the City's TOD website, "While the rail project has been grabbing the spotlight, the City's community planning for development along the transit route has been proceeding for many years."

A TOD neighborhood typically has a center with a transit station or stop (a train station, metro station, tram stop, or bus stop) and is surrounded by relatively high-density development with progressively lower-density development spreading outward from the center.

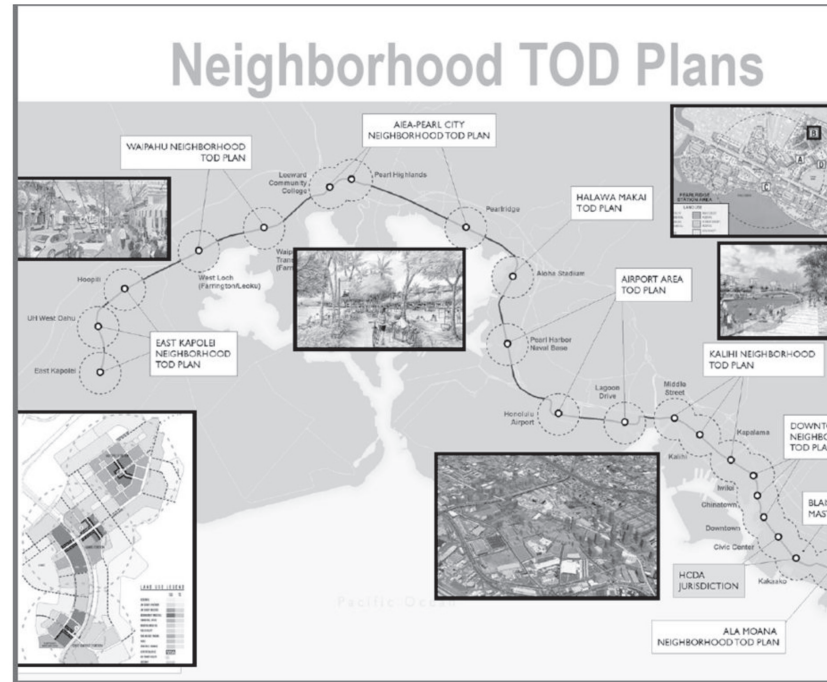
TODs generally are located within a ¼ or ½ mile radius from a transit stop. This is considered to be an appropriate scale for pedestrians.

Neighborhood TOD Plans are completed for all the rail station areas. The Waipahu, Aiea-Pearl City and Kalihi Neighborhood TOD Plans have been adopted by the City Council.

Additional to Neighborhood TOD Plans are TOD Special District Plans, which regulate properties in TOD areas and will supersede existing zoning, Development and Sustainable Communities Plans and Oahu General Plan. Special District Plans will "relax" development standards such as reducing or eliminate parking regulations, seeking greater heights and densities, reducing required yards and allowing greater lot coverage.

Notably, in discussing "major encumbrances" to TOD, the City's document TOD Honolulu states, "excessive regulatory requirements can also dampen development potential." Once the Honolulu City Council adopts a TOD Special District Plan and a developer meets all the Special District development criteria, then the application for a building permit can be directly submitted, streamlining the review process by eliminating any public hearings, testimony or involvement.

By definition, TOD is not restricted to rail transit stations, but can occur around any public transit stop, such as bus stops. With this in mind, it is evident that the 2017 DRAFT Oahu General Plan revision advocates TOD for all communities island-wide with statements such as "facilitate transit-oriented development in transit areas..." and "promote higher-density mixed-use development, including TOD convenient to public transit", phrases that do not mention rail. Given that there are transit and bus stops all over the island, the potential of TOD as a green light for development is clear and raises a red flag.



## Salvage the Rail: Giving Voice to Alternatives



Street level easily accessible



As the 2017 legislature approached, we saw a strategic opening to head rail at Middle Street to preserve the historic waterfront community of downtown Honolulu, and transform the rail into a ground-level urban transit system.

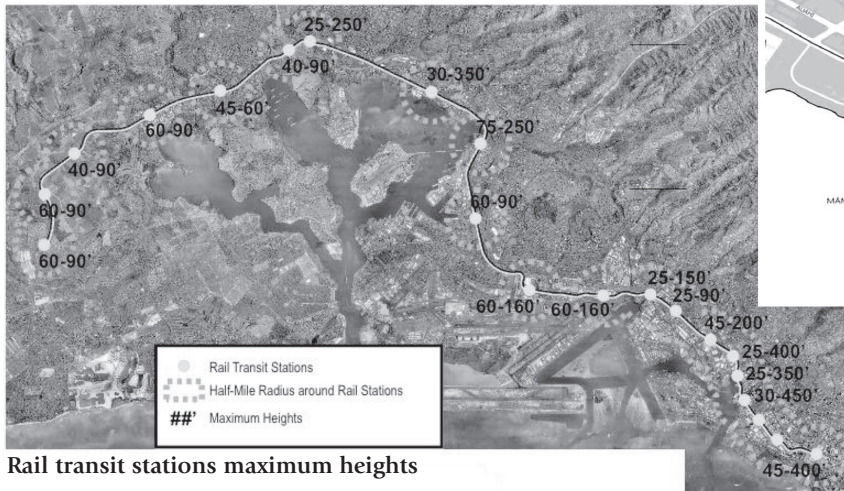
With the decision whether to extend the 0.05% General Excise Tax before the legislature, we hand delivered 11 different informational flyers to Senator, Representative, City Council members and the Governor through August. The flyers showed how transitioning to street level would save money and construction time, answered false assertions, and showed comparable successful systems in 38 cities throughout the world.

We proposed taking an at-grade system in a loop around King Street.



# ented Development

To learn more about TOD and review TOD Plans go to <https://www.honolulu.gov/tod>



Rail transit stations maximum heights



Ala Moana TOD ¼ to ½ mile radius around Ala Moana Center transit station

Hotel Street rendering



to stop the over-connection of downtown transit system.

tax surcharge  
nal flyers to every  
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vel at Middle Street  
ons by HART, and  
he U.S.

street, the Alapai

bus depot, and Beretania, so that an unobtrusive at-grade train would take people where they actually want to go—to downtown and the government center. This would have saved at least three billion dollars and four years of construction time. It could have also been completed within the existing \$6.8 billion in projected rail funding, without a tax increase. As a street level system, it would have lent itself to accurate cost estimating, as opposed to the unknowns of the deep subsurface involved in sinking the giant pillars for the overhead.

We launched a web site [www.SalvageTheRail.org](http://www.SalvageTheRail.org) as a convenient way for legislators and the public to find reports, cost worksheets, renderings, FAQs and other information all in one place. Media outreach resulted in coverage on KITV, articles in Civil Beat, and a front-page Sunday article in the Honolulu Star-Advertiser, as well as multiple editorials in both Civil Beat and the Honolulu Star-Advertiser.

In addition, we brought in national transit experts to speak at a Public Forum on Rail ("Option 2A: Street Level Rail from Middle Street") on July 14, 2017 at the capitol auditorium. Three independent experts on rail transit, Dr. Vukan Vuchic (University of Pennsylvania), Douglas Tilden FAIA (formerly of InfraConsult) and Gary Andrichak (IBI Group), spent a week in Honolulu

studying the HART project prior to speaking and giving their recommendations at the forum. The forum was well attended and video of all three speakers is shown on 'Olelo.

Despite the ultimate vote for the rail's tax increase, key legislators confessed we had the best plan when taking into account the well-publicized financial mismanagement at HART; the precious visual, natural and cultural resources; the need for a true urban transit system and not just a commuter rail to a shopping mall; and the construction boondoggle HART has yet to face when it attempts to construct elevated rail on fill material through downtown Honolulu.

Further, because of the impossibilities of estimating the cost of the overhead rail through Honolulu, the issues of the past legislative session may yet come back around. If to some our initiative appeared unrealistic, we are proud to have made this fight as a matter of advocacy for sound land use, rational development, and historical preservation.

Whenever there is egregious misuse of Hawaii's land and other natural and cultural resources, it is our duty to do everything in our power to raise our voices and let decision-makers and the public know the costs of ill-advised development, and the alternatives.

# Communities Rally for Survival of Hawai'i's Endangered Bat

by Maxx Elizabeth Phillips, Attorney for Keep The North Shore Country

One of the greatest conservation conundrums of the 21st century is how to create green energy solutions that don't come at the expense of endangered species populations, local agricultural economies, and environmental justice for our communities. Although wind energy has emerged as a promising alternative to fossil fuels, there are growing concerns about direct and indirect impacts on wildlife, including bat and bird collisions and habitat loss.

All major wind farms in Hawai'i have killed more endangered 'Ōpe'ape'a, our native Hawaiian hoary bats, than they predicted. So far wind farms in Hawai'i have killed more than 146 'Ōpe'ape'a. Under HRS §195D, Hawai'i's endangered species law, these fatalities are referred to as incidental take and can be permitted with issuance of Incidental Take Licenses (ITL) and corresponding Habitat Conservation Plans which may be approved by the Board of Land and Natural Resources (BLNR). As a result of the unprecedented take of 'Ōpe'ape'a the majority of Hawai'i's wind farms are currently seeking amendments to their Habitat Conservation Plan (HCP) and ITLs as required by the law. The cumulative impacts of these fatalities have experts, regulatory agencies, and conservationists anxious, as the total 'Ōpe'ape'a population is unknown. What is known, however, is that 'Ōpe'ape'a are long lived and have low reproduction rates making them extremely susceptible to extinction.

On the North Shore of O'ahu, community members have brought legal action to protect the 'Ōpe'ape'a from a proposed new wind. Na Pua Makani Wind Project seeks to build nine, 656' tall wind turbines near Kahuku High School. Combined with the existing twelve 427' turbines, all of Kahuku town would be surrounded by industrial wind turbines. Incredibly, the applicant has maintained that there are no additional environmental impacts from



the much larger turbines with a blade swept area double the smaller units.

Keep the North Shore Country, joined by Elizabeth Rago, a concerned Kahuku resident, were granted a contested case hearing to challenge Na Pua Makani Wind Project's Habitat

Conservation Plan. On October 31, the Hearing Officer issued her recommendation to DISAPPROVE the Habitat Conservation Plan because it fails to meet the minimum criteria of the law. In the Findings of Fact and Conclusions of Law, the Hearing Officer states the developer "conducted a less than robust analysis of anticipated take" of 'Ōpe'ape'a, failed to analyze the impact of the increased height of the wind turbines on 'Ōpe'ape'a, failed to minimize and mitigate impacts of the take to the maximum extent possible, failed to demonstrate with confidence that the Project will not jeopardize the continued existence of 'Ōpe'ape'a, and failed to include meaningful measures of success with respect to 'Ōpe'ape'a mitigation.

This is one small step towards better protection of our only native terrestrial land mammal. Extinction is forever – so we must all work together to ensure our 'Ōpe'ape'a survive and thrive for generations to come.



Kanewai Spring, Kuliououou, Oahu

## The Year Impossible Dreams Came True

by Chris Cramer, president of Maunalua Fishpond Heritage Center

Honolulu's last fishponds are now off Hawaii's Most Endangered Historic Sites list and stewarded by community. This summer, the Maunalua Fishpond Heritage Center purchased Kānewai Spring, a pristine freshwater spring in East Honolulu. Nearby, the crumbling structures over Kalauha'īha'ī Fishpond were finally demolished. Both ancient ponds are reviving as community and ohana reconnect in their stewardship.

*continued on pg. 7*



# headline?

Development of the 260-acre Hawai'i Kai marina and surrounding housing in the 1960's destroyed the 523-acre Kuapa Pond, once one of the largest fishponds in Hawai'i. Loss of wetlands has been a major factor in the decline of Hawai'i's endemic waterbird population and has led to their listing as endangered.

Rim Island 2 (RI-2) located in the marina is a five-acre island long ago designated as a dredge material dump. In 1990 RI-2 was partially filled however the ae'o have since returned and colonized the island.

The Hawaii Kai Marina Community Association (HK-MCA) is now planning on depositing more dredge spoils onto RI-2 instead, which will destroy the remaining endangered Ae'o nesting habitat instead of using the offshore site identified in a Dredging and Disposal Plan and approved by the EPA.

Unable to reach agreement with the HKMCA to save RI-2 from being used as a disposal site Concerned Citizens of Hawai'i and Hawai'i Audubon Society sent the U.S. Army Corps of Engineers, the U.S Fish & Wildlife Service, Hawai'i Department of Land and Natural Resources, State Department of Health, the City and County of Honolulu and HKMCA a 60-day notice



Rim Island 2



Kukulu'ae'o (ae'o) Hawaiian Stilt nesting area in Hawai'i Kai Marina

stating their intent to sue under the federal Endangered Species Act if dredge spoils were used to fill in the remainder of RI-2 pond.

In September 2017 the U.S. Fish and Wildlife Service requested reinitiating the Endangered Species Act Section 7 consultation on the U.S. Army Corp. of Engineers Permit to dump dredge spoils on Rim Island 2. This action is taken to ensure that the Federal permit does not jeopardize the continued existence of the listed ae'o and critical habitat.

This action means that the ae'o's nesting habitat will be preserved at least until the consultation process has been completed.

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## The Impossible Dream . . . *continued from pg. 6*

In 2007, our grass-roots organization scratched our heads as the auction and development of these sites loomed. How the heck could we steward the precious water and cultural resources in our community when nobody knew they existed? We had zero community access. Damaged lava tubes and subsequent condemnation after the 1990's Kalaniana'ole Highway widening, left only vandals and drug-using squatters.

We started with the last fishpond keepers and kupuna who knew the resources best. With their guidance and blessing, we began outreach to schools and the public. As awareness grew statewide, so did the dreams of a diverse coalition who envisioned the return of our remaining fishponds. In our region of Maunaloa, the largest fishpond in Polynesia once thrived before its dredging in 1959.

By 2010 we were able to pass unanimously the landmark Act 210. This law prohibits sale of publicly owned fishponds in Hawaii. Nevertheless, no public agency wanted "the liabilities" of owning a water resource. It was rejection, rejection, rejection. After incredible public pressure, a federal public interest determination for

Kalauha'iha'i Fishpond was completed. Kalauha'iha'i was transferred to the DLNR and our organization won access for community stewardship.

Kānewai Spring is the headwater spring for Kānewai Fishpond and Paiko Wildlife Sanctuary but its protection also seemed unreachable. This sacred Hawaiian spring was privately owned by an overseas corporation and zoned residential. Speculators on the world market flocked at the chance to build and subdivide it. Gaps in existing laws left the spring surprisingly vulnerable.

A highly successful partnership with The Trust for Public Land gave us the tools to navigate the acquisition process. The City Clean Water and Natural Lands Fund as well as the State Legacy Lands Fund were vital. Decisive actions by our political representatives were equally critical. For each challenge faced, broad community support was the driving force to level the field. The work that Hawaii's Thousand Friends does empowers citizens to participate in decision-making that affects the public trust and our natural resources. We experienced multiple pathways but they all require broad-based community action for success.



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