Appendix A

Botanical Survey Kapa`a Highlands Phase II
TMK (4)-4.3-003:001
Kaua`i, Hawai`i April-May 2012.

Exhibit L

An Archaeological Assessment for the Proposed Kapa`a Highlands Phase II Project
Kapa`a Ahupua`a, Kawaihau, Kaua`i
An Archaeological Assessment
With Subsurface Testing for the
Proposed Kapa`a Highlands
Phase II Project, Kapa`a
Ahupua`a, Kawaihau, Kaua`i
TMK (4) 4-3-3: 1

By
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Prepared for:
Three Stooges LLC

Exploration Associates, Ltd
Revised September 2013
INTRODUCTION

Project Background

At the request of Three Stooges LLC., Exploration Associates Ltd. (EAL) conducted an archaeological assessment of a parcel of land (referred to hereafter as Kapa`a Highlands Phase II) in Kapa`a (in TMK 4-3-3:1) (Figures 1 & 2). The survey was performed to address any historic preservation or cultural impact issues that might affect the proposed development.

The proposed development, Kapa`a Highlands Phase II, project involves the development of a residential subdivision on a 97 acre parcel. Approximately 69 acres will be subdivided into residential lots both single family and multi-family units. In addition the breakdown of Phase II will include: roads - 9.4 acres; church - 0.8 acres; general commercial - 0.4 acres; parks - 3.1 acres and open space - 14.3 acres.

Scope of Work

The purpose of this archaeological investigation is to address any archaeological and/or historical concerns. The proposed work includes a surface survey, subsurface testing, and a report detailing methods and any finds. This archaeological work meets the requirements of an inventory-level survey per the rules and regulations of (State Historic Preservation Division/Department of Land and Natural Resources) SHPD/DLNR. The level of work is sufficient to address site types, locations, and allow for future mitigation recommendations if appropriate. Any property over 50 years of age must be evaluated for historic Significance on the National Register of Historic places, and include remnant pre-contact and historic period sites.

The scope of work includes:
- Historical research includes study of archival sources, historic maps, Land Commission Awards and previous archaeological reports to construct a history of land use and to determine if archaeological sites have been recorded on or near this property.
- Pedestrian survey of 100% of the subject parcel to identify any surface archaeological features and investigate and assess the potential for impact to such sites, and limited subsurface testing to identify any subsurface sensitive areas that may require further investigation or mitigation before the project proceeds.
- Preparation of a report which will include the results of the historical research and the fieldwork with an assessment of archaeological potential based on that research with recommendations for further archaeological work, if appropriate. It also will provide mitigation recommendations if there are archaeologically sensitive areas that require further consideration.
Figure 1. USGS Map Showing Project Area

Figure 2. Project location and surveyed area outlined in purple.

Figure 3. Project development map
Methods
On January 3, 2012 and April 25, 2012 and November 11, 2012 a survey of the Kapa`a Highlands Phase II project area was conducted by Exploration Associates Ltd. by archaeologist Nancy McMahon, M.A. Survey transects oriented north-south were spaced 10 m. apart where possible through thick guinea grass. Field observations were recorded and photographs were taken of the project area, the surrounding area, and the backhoe trenches. Three test trenches were machine excavated to examine the soils and determine if any stratigraphy or buried cultural deposits was present. Soils were classified using a Munsell color chart, then photographed.

Historical research includes a review of previous archaeological studies on file at the State Historic Preservation Division of the Department of Land and Natural Resources; studies of documents at Hamilton Library UH Manoa, the Kapa`a and Lihue Public Libraries, the Kaua`i Museum, the Kaua`i Historical Society and from the study of maps at the Survey Office of the Department of Land and Natural Resources. Nineteenth-century Land Commission Award claim records were accessed via the Internet from the Mahele Database prepared by Waihona `Aina Corp.

Natural Setting/Project Area
The subject parcel is located north of Kapa`a town on former cane lands situated on a bluff adjacent to the coastal plain. It is bordered by Olohena Road to the north and the Kapa`a Bypass Road on the south and east. Kapaa Intermediate School is located on state land near the middle of the northern portion of the property. A Phase I parcel has an existing solar farm and equipment building.

The southern border of the project area is adjacent to the by-pass road within an elevation of approximately 55 feet above msl. The topography of the project area rises in elevation to the northern border approximately 130 feet above msl or an average increase of less than 5%. There are particular areas of the property with 20% slopes. The project area is currently fallow and is vegetated with Guinea Grass (Panicum maximum), Koa Haole (Leucaena leucocephala), and Java Plum (Syzygium cumini). The last cultivation of sugar cane on the project area was 15 years ago, but due to the poor soil, strong trade winds and the salt spray from the ocean, the viability of agricultural crops is limited. Solar farming, goat and cattle grazing are the current utilization of the property.

Foote et al (1972) described the soil in this area as Lihue-Puhi association, deep, nearly level to steep, well drained soils with fine texture and moderately fine texture subsoil. Permeability is moderately rapid, run-off is slow and erosion hazard is slight. The mean annual rainfall throughout the study area is about 22 inches per year. Average temperatures in the region range from the 60s to the low 90s, Fahrenheit. Temperature differences between day and night are about 15 degrees. The consistent direction of the tradewinds is from the northeast at between 10 and 15 miles per hour.
HISTORICAL BACKGROUND

From Puna District to Kawaihau District

The ahupua’a of Kapa’a belongs in the ancient district of Puna, one of five ancient districts on Kaua‘i (King 1935: 228). Puna was the second largest district on Kaua‘i, behind Kona, and extended from Kipu, south of Lihue to Kama‘oma‘o, just north of Kealia. For taxation, educational and judicial reasons, new districts were created in the 1840s. The Puna District, with the same boundaries became the Lihu‘e District, named for an important town in that district. In 1878, King Kalakau‘a in securing a future name for the new Hu‘i Kawaihau, created the new district of Kawaihau. This new district encompassed the ahupua’a ranging from Olohena on the south to Kilauea on the north. Subsequent alterations to district boundaries in the 1920s left Kawaihau with Olohena as its southernmost boundary and Moloa‘a as its northernmost boundary (King 1935:222).

Traditional and Legendary Accounts of Kapa‘a

A more in depth study of the legends and mythology of Kapa‘a can be found in the Cultural Impact Assessment for the Proposed Kapa‘a Highlands Phase II [EAL 2012]. Just a few of some of the legends of the area are included in this report.

Palila and Ka‘ea

High in the mauka region of Kapa‘a in the Makaleha mountains at a place called Ka‘ea, is reported to be the supernatural banana grove of the Kaua‘i kupua or demigod Palila, grandson of Hina (Handy and Handy 1972:424). In a 1913 edition of the newspaper Ka`oko`a Joseph Akina describes Pahla’s banana grove:

The stalk could hardly be surrounded by two men, and was about 35 feet high from the soil to the lowest petiole. The length of the cluster from stem to lowest end of the bunch of bananas was about 1 3/4 fathoms long (one anana and one muku). There were only two bananas on each about 4 inches around the middle. There were just two bananas, one on the east side and one on the west, each about a foot or more in length. The one on the east side was tartish, like a waiaw (Spanish guava) in taste and the one on the west was practically tasteless. The diameter of the end of the fruit stem of this banana seemed to be about 10 feet. This kind of banana plant and its fruit seemed almost supernatural... (Akina, 1913: 6).

Ka Lulu o Mo‘ikeha

Kapa‘a was the home of the legendary Mo‘ikeha. Born at Waipio on the island of Hawai‘i, Mo‘ikeha sailed to Kahiki (Tahiti), the home of his grandfather Maweke, after a disastrous flood. On his return to Hawai‘i, he settled at Kapa‘a, Kaua‘i. Kila, Mo‘ikeha’s favorite of three sons by the Kaua‘i chiefess Ho‘oipoikamalani, was born at Kapa‘a and was said to be the handsomest man on the island. It was Kila who was sent by his father back to Kahiki to slay his old enemies and retrieve a foster son, the high chief La‘amakahihio (Handy and Handy 1972:424; Beckwith 1970:352-358; Kalakaua 1888:130-135; Forndomer 1916, vol.4 pt.1:160). Mo‘ikeha’s love for Kapa‘a is related in the ‘olelo no‘eau: “Ka lulu o Mo‘ikeha i ka laula o Kapa‘a. ”The calm of Moikeha in the breadth of Kapa‘a” (Pukui, 1983: 157).

“Lulu-o-Mo‘ikeha” is described as being situated “near the landing and the school of Waimahanalua” (Akina, 1913: 5). The landing in Kapa‘a was known as the Makee Landing and was probably constructed in the late 1870s, along with the Makee sugar mill. Today, in place of the old Makee Landing is part of a breakwater located on the north side of Mo‘ikeha Canal near the present day Coral Reef Hotel, and approximately half-a-mile north of Waikaea Bridge.

Akina (1913) tells the story of how Mo‘ikeha’s son, Kila stocks the islands with the fish akule, kawakawa and ‘opelu. When Kila travels to Kahiki, he seeks out his grandfather Maweke and explains that he is the child of Mo‘ikeha. When Maweke asks Kila to lead the fish back to his homeland. This is how Kila led the akule, kawakawa and ‘opelu to Hawai‘i.

Maweke was delighted and when the boy is questioned as to his purpose, Kila tells his grandfather he is seeking fish for his family. Maweke tells Kila to lead the fish back to his homeland. This is how Kila led the akule, kawakawa and ‘opelu to Hawai‘i.

Paka‘a and the wind gourd of La‘amaomao (Keahiahi)

Kapa‘a also figures prominently in the famous story of Pakia‘a, and the wind gourd of La‘amaomao. Pakia‘a was the son of Kuau‘uanu, a high-ranking retainer of the Big Island ruling chief Keawenui‘umu (the son and heir to the legendary...
Chief, Umi), and La`amaomao, the most beautiful girl of Kapa`a and member of a family of high status kahuna. Kuau`u mau left the island of Hawai`i, traveled throughout the other islands and finally settled on Kaua`i, at Kapa`a. It was there that he met and married La`amaomao, although he never revealed his background or high rank to her until the day a messenger arrived, calling Kuau`u mau back to the court of Kaaweni`u umi.

Intent on seeking out his real father and making himself known to him, Paka`a prepared for the journey to the Big Island. His mother presented to him a tightly covered gourd containing the bones of her grandmother, also named La`amaomao, the goddess of the winds. With the gourd and chants taught to him by his mother, Paka`a could command the forces of all the winds in Hawai`i. While this story continues on at length about Paka`a and his exploits on the Big Island and later on Molokai, it will not be dwelt upon further here. It is important to note that several versions of this story do include the chants which give the traditional names of all of the winds at all the districts on all the islands, preserving them for this and future generations (Nakuina 1990; Rice 1923:69-89; Beckwith 1970:86-87; Thrum 1923:53-67; Fomander 1918-19 vol. 5 pt.1:78-128).

Frederick Wichman (1998:84) writes that Paka`a grew up on a headland named Keahiahi. Here, Paka`a learned to catch malolo, his favorite fish. After studying the ocean and devising his plan to fabricate a sail, Paka`a wove a sail in the shape of a crab claw and tried it out on his uncle's canoe. One day, after going out to catch malolo, he challenged the other fishermen to race to shore. He convinced them to fill his canoe with fish suggesting it was the only way he could truly claim the prize if he won:

The fishermen began paddling toward shore. They watched as Paka`a paddled farther out to sea and began to fumble with a pole that had a mat tied to it. It looked so funny that they began to laugh, and soon they lost the rhythm of their own paddling. Suddenly Paka`a's mast was up and the sail filled with wind. Paka`a turned toward shore and shot past the astonished fishermen, landing on the beach far ahead of them. That night, Paka`a, his mother, and his uncle had all the ma`o`o they could eat (Wichman 1998:85).

Kaweloleimakua

Kapa`a is also mentioned in traditions concerning Kawelo (Kaweloleimakua), Ka`ilioluokea (Mo`ikeha's daughter, or granddaughter, dependent on differing versions of the tale), the mo`o Kalamainu`u and the origins of the hina`i hinalea fish trap used to catch the hinalea fish, and the story of Lonoikamakahiki (Fornander 1917, vol.4 pt.2:318, vol.4 pt. 3:704-705; Rice 1923:106-108; Thrum 1923:123-135; Kamakau 1976:80).

Kalukalu grass of Kapa`a

"Kimoena kalukalu Kapa`a" or "Kapa`a is like the kalukalu mats" is a line from a chant recited by Lonoikamakahiki. Kalukalu is a sedge grass, apparently used for weaving mats (Fornander 1917, Vol. IV, Pt. 2, pp. 318-19). Pukui (1983: 187) associates the kalukalu with lovers in "he kalukalu mose ipo o Kapa`a; the kalukalu of Kapa`a that sleeps with the lover". According to Wichman (1998:84), "a kalukalu mat was laid on the ground under a tree, covered with a thick pile of grass, and a second mat was thrown over that for a comfortable bed", thus the association with lovers. Kaua`i was famous for this peculiar grass, and it probably grew around the marshlands of Kapa`a. It is thought to be extinct now, but an old-time resident of the area recalled that it had edible roots, "somewhat like peanuts." Perhaps it was a famine food source (Kapa`a Elementary School 1933:VI).

Heiau of Kapa`a

During their expeditions around Hawai`i in the 1880's, collecting stories from ka po`e kahiko, Lahainaluna students stopped in Kapa`a and Kealia and gathered information regarding heiau of the region. Altogether, fourteen heiau were named in Kapa`a and Kealia, suggesting the two ahu`u`a were probably more politically significant in ancient times. Table 1 lists the names of the ten heiau identified in the ahu`u`a of Kapa`a, their location if known, their type, and associated chief and priest.

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Type</th>
<th>Associated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malotehuna</td>
<td>Kapa<code>a (Malotehuna is the area of the present day Kapa</code>a School)</td>
<td>Unknown</td>
<td>Kaha, Kaumuali`i/ Lukahakona</td>
</tr>
<tr>
<td>Pu`o</td>
<td>Kapa`a</td>
<td>Unknown</td>
<td>Kaha, Kaumuali`i</td>
</tr>
<tr>
<td>Pahua</td>
<td>Kapa`a/Kealia</td>
<td>Unknown</td>
<td>Kaha Lukahakona</td>
</tr>
<tr>
<td>Kumale`a</td>
<td>Kapa`a/Kealia</td>
<td>Unknown</td>
<td>Kaha Lukahakona</td>
</tr>
<tr>
<td>Waehumalama</td>
<td>Kapa`a/Kealia</td>
<td>Unknown</td>
<td>Kaha Lukahakona</td>
</tr>
<tr>
<td>Napu<code>upaka</code>ai</td>
<td>Kapa`a/Kealia</td>
<td>Unknown</td>
<td>Kaha Lukahakona</td>
</tr>
<tr>
<td>Noamakai`i</td>
<td>Kapa`a/Kodilia</td>
<td>Heiau for birth of Kaua`i Chiefs, like Holoholoku</td>
<td>Unknown</td>
</tr>
<tr>
<td>Pu`ukoa</td>
<td>Kapa`a/Kealia</td>
<td>Umu type heiau</td>
<td>Unknown</td>
</tr>
<tr>
<td>Piouka</td>
<td>Kapa`a/Kealia</td>
<td>Umu type heiau</td>
<td>Unknown</td>
</tr>
<tr>
<td>Una</td>
<td>Kapa`a/Kealia</td>
<td>Unknown</td>
<td>Kaha Lukahakona</td>
</tr>
<tr>
<td>Maniu</td>
<td>Kapa`a</td>
<td>Unknown</td>
<td>Kaha Lukahakona</td>
</tr>
<tr>
<td>Kuahahi</td>
<td>Kapa`a (governent school stands on site now)</td>
<td>Unknown</td>
<td>Kaumuali`i/ Lukahakona</td>
</tr>
<tr>
<td>Makanalimu</td>
<td>Upland of Kawainahu</td>
<td>Unknown</td>
<td>Kaumuali`i</td>
</tr>
<tr>
<td>Kaluluomo`ikeha</td>
<td>Kapa`a</td>
<td>Unknown</td>
<td>Mokeha</td>
</tr>
</tbody>
</table>

The exact locations of these heiau are unknown. The locations of two of the heiau correlate with the locations of wha`puna which are known to be close to Kuahahi and Kaluluomo`ikeha. Kuahahi (also spelled Kaahahi and Keahahi) is the rocky headland at the north end of Kapa`a where the first Kapa`a School was once located. Kaluluomo`ikeha is thought to be the general area near the Mo`i`kea Canal and the present day Coral Reef Hotel.
The Mahele: Kapa’a Land Commission Awards

The Organic Acts of 1845 and 1846 initiated the process of the Mahele, the division of Hawaiian lands, which introduced private property into Hawaiian society. In 1849 the crown and the ali‘i received their lands. The common people received their kula in 1850. It is through records for Land Commission Awards (LCAs) generated during the Mahele that specific documentation of traditional life in Kapa’a Ahupua’a comes to light. During the Mahele, Kapa’a was taken as Crown Lands (Office of the Commissioner of Public Lands of the Territory of Hawaii, 1929). The Ili of Paikahawai and Uluiku in Kapa’a Ahupua’a were retained as Government Lands.

Table 2. Mahele Land Claims in Kapa’a Ahupua’a

<table>
<thead>
<tr>
<th>LCA Number</th>
<th>Ahupua’a</th>
<th>Claimant</th>
<th>‘Ili of the Ahupua’a</th>
<th>Village/Farm</th>
<th>Land Use</th>
<th>Number of ʻĀpana</th>
</tr>
</thead>
<tbody>
<tr>
<td>3971</td>
<td>Kapa’a</td>
<td>Honoli</td>
<td>Kapani</td>
<td>Kupanui Village</td>
<td>6 lōi, 1 house lot</td>
<td>2 (2 acres, 1 rood, 1 rod)</td>
</tr>
<tr>
<td>3554</td>
<td>Kapa’a</td>
<td>Keo</td>
<td>Kahanui</td>
<td>Puhi Village</td>
<td>15 lōi, 2 house lots</td>
<td>2 (7 acres, 1 rood, 17 rods)</td>
</tr>
<tr>
<td>3638</td>
<td>Kapa’a</td>
<td>Hululi</td>
<td>Maaeleo</td>
<td>Kaloko Village</td>
<td>12-15 lōi, 2 house lots</td>
<td>2 (5 acres, 1 rood, 19 rods)</td>
</tr>
<tr>
<td>8247</td>
<td>Kapa’a</td>
<td>Ehu</td>
<td>Moalepe/Moalepe</td>
<td>Liliu Uluiku</td>
<td>20 lōi, 1 house lot</td>
<td>1 (3 rods)</td>
</tr>
<tr>
<td>8837</td>
<td>Kapa’a</td>
<td>Kamapaa</td>
<td>Uluiku lab-Awawaika</td>
<td>Uluiku</td>
<td>3 lōi, 2 house lots</td>
<td>1 (2 acres, 2 rods, 27 rods)</td>
</tr>
<tr>
<td>8843</td>
<td>Kapa’a</td>
<td>Kia</td>
<td>Apopo</td>
<td>Kaloko Village</td>
<td>6 (5 lōi, 2 house lots)</td>
<td>2 (2.75 acres 3 rods)</td>
</tr>
<tr>
<td>10564</td>
<td>Kapa’a</td>
<td>Olioka Daniel</td>
<td>Hikinui Farm</td>
<td>Flatpond, 10 lōi</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The land claims during this period show that only five individuals were awarded land parcels in the relatively large Ahupua’a of Kapa’a. The five awardees were Kau (LCA #08843), Kamapaa (LCA #08837), Mane Honoli (LCA #03971), Huli (LCA #03638), and Ehu (LCA #08247). All four had lōi or irrigated kalo fields on the mauka side of the lowland swampy area, sometimes extending a short distance up into small, shallow gullies and valleys. Many of these lōi or parcels name pali or hills/cliffs as boundaries. Each LCA also had a separate house lot located on the makai side of the swamp, near the beach. Three of the land claims name ponds on their lands, including Puhi Pond (LCA #03354), and fishponds in Kupanui ‘Ili (LCA #03971) and Hahanui ‘Ili (LCA #01064). Loko Khiapai may be the same as the fishpond in the same land claim. The other two lōi are associated with house lots, situated on the makai edge of the Kapa’a swamplands suggesting modification of the natural swamplands.

Early Historic Accounts of Kapaa (1830s-1900s)

Although most of the historic record documents for Kauai in this period revolve around missionary activities and the missions themselves, there was indication that the Kapaa area was being considered for new sugar cane experiments, similar to those occurring in Koloa in 1835. Ladd and Company received a 50 year lease on land in Koloa from Kamehamaha III and Kauai’s Governor Kapiolani. The terms of the lease allowed the new sugar company “the right of someone other than a chief to control land” and had profound effects on “traditional notions of land tenure dominated by the chiefly hierarchy” (Donohugh, 2001: 88). In 1837, a very similar lease with similar terms was granted to Wilama Ferani, a merchant and U.S. citizen based in Honolulu (Hawaii State Archives, Interior Dept., Letters, Aug. 1837). The lease was granted by Kauai’s Governor for the lands of Kapaa, Kealia and Waipouli for twenty years for the following purpose:

...for the cultivation of sugar cane and anything else that may grow on said land, with all of the right for some place to graze animals, and the forest land above to the top of the mountains and the people who are living on said lands, it is to them whether they stay or not, and if they stay, it shall be as follows: They may cultivate the land according to the instructions of Wilama Ferani and his heirs and those he may designate under him... (Hawaii State Archives, Interior Dept., Letters, Aug. 1837).

Unlike Ladd & Company which eventually became the Koloa Sugar Company, there is no further reference to Wilama Ferani and his lease for lands in Kapaa, Kealia and Waipouli. In a brief search for information on Honolulu merchant, Wilama Ferani, nothing was found. It is thought that perhaps Wilama Ferani may be another name for William French, a well-known Honolulu merchant who is documented as having experimented with grinding sugar cane in Waimea, Kauai at about the same time the 1837 lease for lands in Kapaa, Kealia and Waipouli was signed (Joesting 1984: 152).

In 1849, son of Waioli missionary, William P. Alexander, recorded a trip he took around Kauai. Although, he focuses on the larger mission settlements like Koloa and Hanalei, he does mention Kapa’a:

A few miles from Wallua, near Kapa’a we passed the wreck of a schooner on the beach, which once belonged to Capt. Bernard. It was driven in a gale over the reef, and up on the beach, where it now lies. A few miles further we arrived at Kealia. We had some difficulty crossing the river at this place, owing to the restlessness of our horses. The country here near the shore was rather uninviting, except the valley which always contained streams of water (Alexander 1991: 123).
In later years, the notorious Kapaa reef was to become the location of many shipwrecks once a landing was built there in the 1880s. The first large scale agricultural enterprise was begun in Kapaa in 1877 by the Makee Sugar Plantation and the Hui Waikulai (Dole 1916: 6). Originally a choral society begun in Honolulu its membership consisted of many prominent names, both Hawaiian and haole. It was Kalakaua’s thought that the Hui members could join forces with Makee, who had previous sugar plantation experience on Maui, to establish a successful sugar corporation on the east side of Kaua’i. Captain Makee was given land in Kapaa to build a mill and he agreed to grind cane grown by Hui members. Kalakaua declared the land between Waiaka and Moloa’ao, the Kawahau District, a fifth district and for four years the Hui attempted to grow sugar cane at Kapaa, on the plateau lands above Kapaa town. After a fire destroyed almost half of the Hui’s second crop and after the untimely death of one of their principal advocates, Captain James Makee, the Hui began to disperse and property and leasehold rights passed on to Makee’s son-in-law and new Makee Plantation owner, Colonel Z.S. Spalding (Dole 1916: 14).

As part of the infrastructure of the new plantation, a sugar mill was erected and the Makee Landing was built in Kapaa during the early years of operation of the Makee Sugar Plantation. Following Captain Makee’s death, Colonel Spalding took control of the plantation and in 1885 moved the mill to Kealia (Cook 1999: 51). The deteriorating stone smokestack and landing were still there well into the 1900s (Damon 1931:359). Conde’s and Best (1973:180) suggest that railroad construction for the Makee Plantation began just prior to the mid-1890s. There is one reference to a railroad line leading from the Kapaa landing to Kealia in 1891. During Queen Lil’uokalani’s visit to Kaua’i in the summer of 1891, the royal party was treated to music by a band, probably shipped in from O’ahu. “The band came by ship to Kapaa and then by train to Kealal” (Joesting 1984:252). This railroad line is depicted on a 1910 USGS map which shows the line heading south from Kealia Mill and splitting near the present Coral Reef Hotel; another line going to the old Kapaa Landing (Makee Landing) and another line heading mauka, crossing the present Mokuhea Canal, traveling southwest up Lehua Street and through what is now goat pasture, along a plateau into the mauka area behind Kapaa swamplands. This railroad line was part of a twenty mile network of plantation railroad with some portable track and included a portion of Kealia Valley and in the mauka regions of the plateau lands north of Kealia (Conde’s and Best 1973:180).

By the late 1800s hundreds of Portuguese and Japanese immigrants found work on Makee Plantation and the new influx of immigrants required more infrastructure (Cook 1999:51). In 1883, a lease for a school lot was signed between Makee Sugar Company and the Board of Education (Kapaa School 1983: 9). Stipulations in the Portuguese immigrant contracts with Makee Sugar Company stated that “children shall be properly instructed in the public schools” (Garden Island April 1, 1983). The original Kapaa School was constructed in 1883 on a rocky point adjacent to the Makee Sugar Company railroad. Traditionally, this point was known as Kaanahi (Kapaa School 1983: 10). In 1908, Kapaa School was moved to its present site directly mauka and up the hill at Mailehune.

Narrow wagon roads gave way to macadamized roads in the early part of the 20th century. One of these new roads was called the Kaua’i Belt Road and parts of it are thought to have followed along the “Old Government Road” (Cook, 1999). In Kapaa, the present day Kahului Highway likely follows the same route as the original Government Road and subsequent Kaua’i Belt Road. In fact, the locations of the kuleana awards in Kapaa indicate that the majority of the house lots were situated along the Government Road. LCA 3243 names a “road” as one of its boundaries.

In the latter half of the 1800s, following Makee’s death, Chinese rice farmers began cultivating the lowlands of Kapaa with increasing success. Several Hawaiian kuleana owners leased or sold their parcels mauka of the swamp land to Chinese rice cultivators. Other Chinese rice cultivators appealed to the government for swamplands, first leasing and later buying the land. The economic activity displaced the house lot kuleana on the makai side of the marsh for increasing commercial and residential development (Lai 1985:148-161).

In the early 1900s, to help with the burgeoning plantation population, government lands were auctioned off as town lots in Kapaa. One kama`aina mentioned that in the 1930s and 1940s, the area north of Moikeha Canal in Kapaa was mostly settled by Portuguese families (Bushnell et al 2002). The Japanese were also very prominent in the 1920s and 1930s largely replacing the Chinese merchants in the Kapaa business sector (Bushnell et al. 2002). Starting in 1926, the territorial Board of Health ran a dispensary in Kapaa, which was located at the makai edge of Niu Street, near the extant Kapaa Beach Park parking lot and bike path. The location of the former dispensary currently is a vacant lot. Elsewhere in the vicinity, a fire station occupies the location of the former Coral Reef Hotel, and a courthouse and a jail once stood where the present Kapaa Neighborhood Center is located. It is not known when these structures were abandoned or removed.

In 1913, Hawaiian Canneries opened in Kapaa at the site now occupied by Pono Kai Resort (Cook, 1999: 56). Through the Hawaiian Organic Act, Hawaiian Canneries Company, Ltd. purchased land they were leasing, approximately 8.75 acres, in 1923 (Bureau of Land Conveyances, Grant 8248). A 1923 sketch of the cannery shows only four structures, one very large structure assumed to be the actual cannery and three small structures makai of the cannery. By 1956, the cannery was producing 1.5 million cases of pineapple. By 1960, 3400 acres were in pineapple and there were 250 full time employees and 1000 seasonal employees (Honolulu Advertiser, March 20, 1960). In 1962, Hawaiian Canneries went out of business due to competition from third world countries.

The Ahukini Terminal & Railway Company was formed in 1920 to establish a railroad to connect Anahola, Kealia, Kapaa to Ahukini Landing and “provide relatively cheap freight rates for the carriage of plantation sugar to a terminal outlet” (Conde’s and Best, 1973: 185). This company was responsible for extending the railroad line from the Makee Landing, which was no longer in use, to Ahukini Landing, and for constructing the original Waikaea Railroad Bridge and the Mokeha Makai Railroad Bridge.

In 1934, the Lihue Plantation Company absorbed the Ahukini Terminal & Railway Company and Makee Sugar Company (Conde’s and Best, 1973: 167). The railroad and rolling stock owned by Makee Sugar Company became the Makee Division of the Lihue Plantation. At this time, besides hauling sugar cane, the railroad was used to haul plantation freight including "fertilizer, etc... canned pineapple from Hawaiian Canneries to Ahukini and Nawiliwili, pineapple refuse from Hawaiian Canneries to a dump near Anahola and fuel oil from Ahukini to Hawaiian Canneries Co., Ltd.” (Hawaiian Territorial Planning Board, 1940: 11). Former plantation workers and kama`aina growing up in Kapaa remember when the cannery would send their waste to the pineapple dump, a concrete pier just north of Kumukumu Stream (State Site No. 50-30-08-789) by railroad. The structure is built over the water where the rail cars would dump the pineapple waste. The current would carry the waste to Kapaa which would attract fish and sharks (Bushnell et al. 2002).

Lihue Plantation was the last plantation in Hawaii to convert from railroad transport to trucking (Conde’s and Best, 1973: 167). “By 1957 the company salvaged a part of their plantation railroad, which was being supplanted by roads laid out for on or close to the old rail bed” (ibid 167). By 1959, the plantation had completely converted over to trucking. The Cane Haul Road which begins near the intersection of Ha’ualae Road and Kahului Highway is thought to date to the late 1950s and follows the alignment of the old railroad until just before or near ‘Alai Point.

AN ARCHAEOLOGICAL ASSESSMENT FOR KAPA’A HIGHLANDS 12

AN ARCHAEOLOGICAL ASSESSMENT FOR KAPA’A HIGHLANDS 13
Severe floods in Kapaa in 1940 led to the dredging and construction of the Waikae`a and Mokeha Canals sometime during that decade. (Hawaii Territorial Planning Board, 1940: 7). Although the Waikae`a Canal, bordering the Kapaa Pineapple Cannery, had been proposed as early as 1923, nothing was constructed until after the floods (Bureau of Land Conveyances, Grant 8248). A Master Plan for Kapaa, published in 1940, asks the Territorial Legislature for funds to be set aside for the completion of a drainage canal and for filling makai and mauka of the canal (Hawaii Territorial Planning Board, 1940:7). In 1955, the local newspaper reported the dredging of coral from the reef fronting Kapaa Beach Park for the building of plantation roads (Garden Island Newspaper, September 21, 1955). This dredging was later blamed for accelerated erosion along Kapaa Beach (Garden Island Newspaper, October 30, 1963). Today, there are several seawalls along the Kapaa Beach Park to check erosion. Old time residents claim the sandy beach in Kapaa was once much more extensive than it is now (Bushnell et al. 2002).

In the 1930s after the incorporation of Makee Sugar Company into Lihue Plantation, Kealia Town was slowly abandoned. Many of the plantation workers bought property of their own and moved out of the plantation camps. The camps which bordered Kuhio Highway were disbanded in the 1980s. In the last part of the 20th century the Lihue Plantation began to phase out and Kapaa Town suffered after the closing of the Kapaa Cannery; however the growing tourist industry helped to ease the economic effects of the Cannery’s closing.

### PREVIOUS ARCHAEOLOGICAL RESEARCH

**Archaeological Studies and Sites in Kapa`a Ahupua`a**

The following table outlines the archaeological research (Table 3) and historic properties (Table 4) identified in Kapa`a Ahupua`a. These tables are followed by discussion of the research and historic properties. Table 3 provides a list of archaeological research conducted within Kapa`a Ahupua`a, including columns for source, location, nature of study, and findings. The locations of these archaeological studies are shown in Figure 4. Table 4 is a list of known historic properties within the ahupua`a and includes columns for state site numbers, site type, location and reference. The locations of identified sites within Kapa`a Ahupua`a are shown in Figure 5. All site numbers are numbered 50-30-08- SHIP site number. Here only the SHIP sit number designation will be used.

**Table 3. Previous Archaeological Studies in coastal Kapa`a.**

<table>
<thead>
<tr>
<th>Source</th>
<th>Location</th>
<th>Nature of Study</th>
<th>Findings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bennett 1931</td>
<td>Island wide: identifies 2 sites: Site 110 Taro terraces and bowl and Site 111 A large simple dirt Hawaiian ditch</td>
<td>Archaeological Reconnaissance</td>
<td>Identifies 2 sites: Site 110 Taro terraces and bowl and Site 111 A large simple dirt Hawaiian ditch</td>
</tr>
<tr>
<td>Handy and Handy 1972</td>
<td>Archipelago-wide</td>
<td>Native Planter study</td>
<td>Discusses &quot;highly developed irrigation system&quot;</td>
</tr>
<tr>
<td>Ching 1976</td>
<td>Just south of the Waikae`a Drainage Canal</td>
<td>Archaeological Reconnaissance</td>
<td>No significant findings</td>
</tr>
<tr>
<td>Hammatt 1981</td>
<td>Upland Kapaa</td>
<td>Archaeological Reconnaissance</td>
<td>No significant findings</td>
</tr>
<tr>
<td>Hammatt 1986</td>
<td>Upper reaches of the Makaheka stream valley</td>
<td>Archaeological Reconnaissance</td>
<td>No significant findings</td>
</tr>
<tr>
<td>Hammatt 1991</td>
<td>Along Kuhio Highway</td>
<td>Subsurface Testing</td>
<td>Identifies two sub-surface cultural layer sites</td>
</tr>
<tr>
<td>Kikuchi and Remoaldo 1992</td>
<td>Around Kapaa Town</td>
<td>Cemeteries of Kauai</td>
<td>Identifies six cemeteries</td>
</tr>
<tr>
<td>Spear 1992</td>
<td>South side Waikae`a Canal, mauka of Kuhio Highway. (TMK: 4-5-05:04, 09)</td>
<td>Monitoring Report</td>
<td>Designated subsurface Site 547</td>
</tr>
<tr>
<td>Source</td>
<td>Location</td>
<td>Nature of Study</td>
<td>Findings</td>
</tr>
<tr>
<td>--------</td>
<td>----------</td>
<td>----------------</td>
<td>----------</td>
</tr>
<tr>
<td>Chaffee, Burgett &amp; Spear 1994a</td>
<td>A house lot near the corner of Kukui and Ulou Streets in mauka Kapaa Town. [TMK: 4-5-29:10]</td>
<td>Archaeological Inventory Survey</td>
<td>No significant findings</td>
</tr>
<tr>
<td>Chaffee, Burgett &amp; Spear 1994b</td>
<td>Mamane Street Kapaa Town. [TMK: 4-5-09:51]</td>
<td>Archaeological Inventory Survey</td>
<td>No significant findings</td>
</tr>
<tr>
<td>Hammatt, Ida &amp; Chiogioji 1994</td>
<td>Proposed bypass routes mauka of Kapaa Town</td>
<td>Archaeological Assessment</td>
<td>No new field work, literature review only</td>
</tr>
<tr>
<td>Hammatt, Ida &amp; Folk 1994</td>
<td>South side Waikae Canal, mauka of Kuhio Highway [TMK: 4-5-05:06]</td>
<td>Archaeological Inventory Survey</td>
<td>Weak cultural layer designated Site 748</td>
</tr>
<tr>
<td>Kawachi 1994</td>
<td>Inia Street (Jasper) [TMK 4-5-08:33]</td>
<td>Burial Report</td>
<td>Designated Site 871</td>
</tr>
<tr>
<td>McMahon 1994</td>
<td>Behind the armory in Kapaa near the god stones&quot; The location is uncertain, and at &quot;Buzz’s near the Coconut Marketplace&quot;</td>
<td>Documents a report of two burials</td>
<td>16 sets of human remains. Site numbers unknown</td>
</tr>
<tr>
<td>Creed, Hammatt, Ida, Masterson &amp; Winieski 1995</td>
<td>Kapaa Sewer line project, Kuhio Highway, south and central Kapaa Town</td>
<td>Archaeological Monitoring Report</td>
<td>Documents cultural layer of Site - 1848 and (an enlarged) Site - 1849 &amp; recovery of thirty burials at Sites —867, -868, -871, and - 1894</td>
</tr>
<tr>
<td>Jourdane 1995</td>
<td>1382-A Inia Street, mauka of Kuhio Highway, central Kapaa Town</td>
<td>Burial Report</td>
<td>Site 626</td>
</tr>
<tr>
<td>McMahon 1996</td>
<td>South side Waikae Canal, mauka of Kuhio Highway [TMK: 4-5-05:08]</td>
<td>Archaeological Inventory Survey</td>
<td>No significant cultural material</td>
</tr>
<tr>
<td>Hammatt, Chiogioji, Ida &amp; Creed 1997</td>
<td>Test excavations focused inland of Kapaa Town</td>
<td>Archaeological Inventory Survey</td>
<td>Four test trenches were excavated inland of Kapaa Town</td>
</tr>
<tr>
<td>Borthwick and Hammatt 1999</td>
<td>Kapaa Seventh-Day Adventist Church at 1132 Kuhio Highway</td>
<td>Archaeological Monitoring and Burial Treatment Plan</td>
<td>Monitoring was indicated as this parcel lay within designated Site 1649.</td>
</tr>
</tbody>
</table>
### Table 4. Historic Properties in Kapa`a Ahupua`a

<table>
<thead>
<tr>
<th>Site #</th>
<th>Ahupua`a</th>
<th>Site Type/ Name (if any)</th>
<th>Location</th>
<th>Site Constraints</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>B001</td>
<td>Kapa’a</td>
<td>Historic Cemetery</td>
<td>South of bend of Kapa’a Stream, a kilometer mauka from Kuhio Hwy</td>
<td>Appears to be a discrete historic cemetery</td>
<td>Kikuchi and Remoaldo 1992</td>
</tr>
<tr>
<td>B002</td>
<td>Kapa’a</td>
<td>Historic Cemetery</td>
<td>Just mauka from Kuhio Highway, south of Kapa’a Stream</td>
<td>Appears to be a discrete historic cemetery</td>
<td>Kikuchi and Remoaldo 1992</td>
</tr>
<tr>
<td>B003</td>
<td>Kapa’a</td>
<td>Kapa’a Public Cemetery</td>
<td>South of Kanaele Road, one kilometer inland of Kuhio Highway</td>
<td>Appears to be a discrete historic cemetery</td>
<td>Kikuchi and Remoaldo 1992</td>
</tr>
<tr>
<td>B004</td>
<td>Kapa’a</td>
<td>Historic Cemetery</td>
<td>North of Apopo Road, one kilometer inland of Kuhio Highway</td>
<td>Appears to be a discrete historic cemetery</td>
<td>Kikuchi and Remoaldo 1992</td>
</tr>
<tr>
<td>B013</td>
<td>Kapa’a</td>
<td>Historic Cemetery</td>
<td>Just mauka from Kuhio Highway, north of the Waikaeα Canal</td>
<td>Appears to be a discrete historic cemetery</td>
<td>Kikuchi and Remoaldo 1992</td>
</tr>
<tr>
<td>B014</td>
<td>Kapa’a</td>
<td>All Saints Episcopal Church Cemetery</td>
<td>Just mauka from Kuhio Highway, south of the Waikaeα Canal</td>
<td>Appears to be a discrete historic cemetery</td>
<td>Kikuchi and Remoaldo 1992:62-65</td>
</tr>
<tr>
<td>547</td>
<td>Kapa’a</td>
<td>Sub-surface features including a firepit and a possible house foundation</td>
<td>South of bend of Waikaeα Canal, mauka of Kuhio Highway</td>
<td>Archaeological monitoring in the vicinity recommended</td>
<td>Spear 1992:3</td>
</tr>
<tr>
<td>626</td>
<td>Kapa’a</td>
<td>Burial</td>
<td>Inia Street, mauka of Kuhio Highway</td>
<td>Consultation and monitoring in vicinity indicated</td>
<td>Jourdane 1995</td>
</tr>
<tr>
<td>748</td>
<td>Kapa’a</td>
<td>Minimal findings, a weak cultural layer (buried A-horizon)</td>
<td>South of the bend of the Waikaeα Canal, mauka of Kuhio Highway</td>
<td>Considered no longer significant within project area</td>
<td>Hammatt et al. 1994:62-65</td>
</tr>
<tr>
<td>788</td>
<td>Kapa’a/Kealia</td>
<td>Historic Road</td>
<td>Coastal Cane Haul Road near Kawaihau Road turn off</td>
<td>Unknown</td>
<td>Perzinski et al. 2000</td>
</tr>
</tbody>
</table>
The majority of study areas are located within urban Kapaa along the shoreline and away from the mountain areas.

### Pattern of Archaeological Sites in Kapaa’a

The pattern of archaeological studies in Kapaa’a Ahupua’a is somewhat skewed with a dozen projects in urban Kapaa Town and very little work along the coast (Figure 4). Major archaeological sites have been found in area include extensive cultural layers with burials and other cultural features underlying Kuhi Highway near All Saints Gym, and near the older part of Kapaa Town between Waikaea Canal and Kapaa Beach Park, makai of Kuhi Highway (Hammatt 1991; Kawachi 1994; Creed et al. 1995; Jourdains 1995; Callis 2000). The mauka-makai extent of these
cultural layers has not been clearly defined. The five Kuleana awarded during the Mahele are located adjacent to the present coastal highway. The areas directly mauka of Kapaa Town are marshy though much of it has been filled in recent decades for the ByPass Road and shopping centers and housing. These cultural deposits associated with prehistoric and early historic habitation are known to exist in a relatively narrow sand berm that makes up the physiography of Kapa’a. The more mauka studies but still lower coastal areas, suggest they are located towards the mauka fringe of the sand berm, approaching more marshy conditions and have generally reported no significant or minimal findings (Spear 1992; Chaffee et al. 1994a & 1994b; Hammatt et al. 1994, 1997; McMahon 1996). Less than 1.5 km to the south of Waikaea Canal at the southern boundary of Waipouli adjacent to Uhalikeawa Stream (Waipouli Stream) and the ocean is another extensive subsurface cultural deposit which is associated with a pre-contact fishing encampment located (Hammatt et al. 2000).

Anticipated sites based on historic and archaeological studies in mauka Kapa’a are the remains of cane cultivation infrastructure such as ditches and pre-contact too historic period Native Hawaiian terracing for lo‘i cultivation with nearby habitation sites in the gulches, however the gulches lay outside the current project area.

RESULTS OF FIELD WORK

Pedestrian Survey

On January 3 and April 25, 2012 Exploration Associates Ltd. archaeologist Nancy McMahon, M.A. made field inspections on proposed Kapa’a Highlands project area. Access was made via Olohena Road (two gates). North-south oriented transects were utilized to 100% survey the project area. Because of known historic cane cultivation in this area of Kapa’a, predicted sites might be historic plantation related infrastructure such as ditches, flumes, roads, temporary cane-haul railroad berms and reservoirs. None were observed during the survey. The shallow ravine the project area were surveyed and tested, however no pre-Contact or historic era terraces or habitation sites were revealed. The parcel contains no surface archaeological sites. The access road is related to access for construction of the buildings already present on the Phase I parcel.

Subsurface Testing

On November 11, 2012, three trenches were excavated with a backhoe with a 24 in. width bucket (Figure ). Trench 1 was excavated to a depth of 1.83 cm with a length of 10 meters. Trench 2 was excavated to a depth of 1.60 cm and a length of 2.5 m. Each evinced the same soil composition. A description of the soils representing all three trenches is presented here.

A representative profile description evinced the same stratigraphy consisting in all three trenches, consisting of three soil layers with only a single clear boundary delineating the topsoil from the underlying soils. Soil differences could only be determined utilizing the Munsell Color Chart. The topsoil in each trench 5 YR 4/3 reddish brown organic. The other two layers are classified as 5 YR 5/6 yellowish red [20 cmbs] and 5 YR 4/6 yellowish red [20 cmbs to base of excavation]. Characteristics are dry to very dry, crumbly, medium firm, clayey silt. It is pretty much cultivated soils. A local informant, Mr. Vasquez, who worked for the Lihue plantation most of his life Informant stated the plantation chain and ball dragged this land several time over.

A geologic survey was undertaken on the adjacent Phase I parcel prior to the construction of a solar farm. Soils extracted and examined in test trenches revealed only agricultural soils. No buried cultural layers or plantation infrastructure was present.
Figure 9. Profile Test Trench 2 on the left and Trench 3 right.

Figure 10. Entrance off Olohena Road looking makai in the distance the Solar Farm part of Phase I.

Figure 11. Access Road to Solar Farm with Cattle Grazing in the Distance.
Figure 12. Lower Elevation Outside Project Area from the access road.

Figure 13. View Across the Project Area, Facing Makai and Northeast.
RECOMMENDATIONS

As no archaeological sites are present, there are no historic preservation concerns for this project. We recommend no further historic preservation work. Though highly unlikely, if any human remains or other significant subsurface deposits are encountered during the course of development activities all work in the immediate area should stop and the State Historic Preservation Division promptly notified.

Figure 14. The Roof of Kapaa Middle School on State land
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APPENDIX A

Photos of the Area Surveyed
Figure 1. View of Project Area from the gate at the top of Olohena Road.

Figure 2. Solar Farm on Phase I Property view to north.

Figure 3. Cattle Grazing in the Project Area.
Figure 4. Fence in the left side of photo indicating property boundary.

Figure 5. Goats Grazing in the Project Area.
APPENDIX B

State Historic Preservation Letter (June 2010) Requesting Survey

State Historic Preservation Letter (December 1999) Subdivision “No Effect”
APPENDIX C

Report of Geotechnical Evaluation Kapaa Solar Field
INTRODUCTION

This report summarizes the results of our evaluation of the geotechnical feasibility of construction of a solar array west of the town of Kapaa, Kaua‘i. We undertook the evaluation to supply electric power to the Kauai Island Utility Cooperative.

PURPOSE

This report is for the exclusive use of our client, Wagner Engineering Services, Inc. Its purpose is to satisfy the terms of the contract between our two firms. The report summarizes the findings, conclusions, and recommendations which were generated by the evaluation. The format of the report has been written to present conclusions and recommendations of a geotechnical nature in such a way as to assist the owner and their design team in preparing plans and specifications for construction.

SCOPE

As outlined in our contract dated August 22, 2010, the following work elements were performed:

- Review of available geologic data and stereographic aerial photographs.
- Subsurface exploration using a rubber-tired “Extraordinary” bulldozer.
- Laboratory testing of selected samples of soil collected during subsurface exploration.
- Preparation of a final report summarizing our findings, conclusions, and recommendations.

LOCATION

The site is located slightly less than three miles west of the town of Kapaa. It is accessed by an unpaved road exiting from Oloha Road. The site is shown on Plate 1—Location Map.

REFERENCES

The following references were used in preparing our proposal, conducting our evaluation, and preparing this report.
Our subsurface exploration indicates that the site is an erosion terrace formed by previous stream action. Subsequent erosion has produced a residual soil profile which grades from a fully developed, moderately firm, surface soil to very stiff weathered rock at a depth of about six feet. In this area, as is the case on the majority of the eastern side of the island, the underlying rock is part of the Koolau series of volcanic flow material.

TSUNAMIS

The Island of Kauai is susceptible to damage from tsunamis. Although there is a comparatively simplified early warning system in place worldwide, the ability of the system to predict the size of any particular event is limited. The general consensus is that tsunamis are certain to occur but their frequency is uncertain. Published data suggest that the site is not vulnerable to damage from tsunami run-up of the magnitude experienced in the Hawaiian Islands historically.

SURFACE AND SUBSURFACE WATER

Drainage on the property occurs as southerly sheet flow from the slope below Oloheka Road toward the established streams. At the time of our exploration, drought conditions existed on the island and surface water was non-existent.

We found no subsurface water to the depth of exploration. Because of the existing drought conditions, the near-surface soil was dry and brittle.

CONCLUSIONS

Based on the results of our geotechnical evaluation, we can offer the following conclusions.

FEASIBILITY

In our opinion, it is geotechnically feasible to develop the site essentially as proposed provided the improvements are properly designed and constructed.

SITE PREPARATION

We have assumed that little or no grading, other than that required for the elevation of access roads and support facilities will be needed. Moreover, it is our understanding that the arrays will be supported by some form of pipe piles. As a result, it is likely that site preparation will be minimal.
EARTHQUAKES

The island of Kauai is in Uniform Building Code seismic zone 1, a designation indicative of a low level of seismic activity. Published data indicate that, during the period 1962 to 1980, for example, there were no recorded earthquakes with a Richter Magnitude greater than 2.0 with an epicenter on or near Kauai. Within the last two years, however, earthquakes in the Richter Magnitude 3 to 4 range have occurred offshore of Kauai and Oahu as well as the fault segmentation east of the Big Island and magma production from Kilauea has altered perceptibly. Of particular importance was the October 15, 2000, M=6.7 and the November 23, 2006, M=5.0 events off the Kona Coast. This may be indicative of shifts in the Pacific tectonic plate which could generate an increase in seismic activity for the near future. As part of our evaluation, we have provided below the numeric parameters necessary to perform the site characterization analysis required by the 1997 Uniform Building Code.

Soil Profile: Sb

- $z = 0.075$
- $c_r = 0.12$
- $c_v = 0.18$
- $N_s = 1.0$

In our opinion, it is likely that the site will experience low-level ground shaking due to seismic activity on or near the Big Island, but the magnitude and number of these events will not be larger than those in the historic record.

TSUNAMI

Tsunami run-up of historic proportions has been in the 10 to 40 foot range and, historically, has been concentrated on the north shore of the Island. Although the pre-historic “monster” tsunami is still a theoretical possibility, the design practice in coastal areas of the island has apparently been to consider the run-up of historic proportions. The site of the proposed solar field is well above the elevation of historic run-up.

FOUNDATION DESIGN

The upper two feet of the surficial soil in the area of the array is poorly consolidated and should not be relied upon for either foundation support or uplift resistance. Below two feet, the soil is stiff and capable of providing more than 2500 pounds per square foot for bearing. Uplift resistance can be determined using the relationship $(1000d + W) / 1$ where $d$ is inside shaft diameter, $W$ is unit weight of the shaft and $1$ is shaft length below two feet. This assumes that the shaft consists of...
APPENDIX
SUPPORTING DATA AND PROCEDURES

SURFACE GEOLOGIC MAPPING

A limited amount of surface geologic mapping was performed as part of our evaluation. This mapping was performed both physically and with the aid of topographic maps before and during the subsurface exploration. The results of this work were assimilated with the subsurface exploration.

SUBSURFACE EXPLORATION

Subsurface exploration at the site consisted of the excavation of three trenches using a hand-operated backhoe with a three-foot-wide tracker. The trenches were located to (a) aid in establishing a "picture" of probable subsurface conditions at the site, and (b) provide access to the subsurface for possible sampling of soil and rock. To that extent, both the geomorphology of the site and the type and location of proposed improvements influence the location of subsurface exploration points. Our estimate of the location of each backhoe trench is shown on Plate-2, Geotechnical Map. Geologic logs, using standard United States Geological Survey, United States Corps of Engineers and United States Bureau of Reclamation nomenclature are included as Plates A-1.1 through A-1.3, Log of Test Pit. Upon completion, all pits were backfilled, tamped and wheel-rolled. The location of each test pit was marked with a stake and flagging.

LABORATORY TESTING

Dried samples were subjected to consolidation, drained direct shear tests to determine the bearing resistance of the soil. In each case, samples were allowed to stabilize in a suitable loading frame under the normal stress for the test (in this case, 500 kPa or 1000 pounds per square foot). The samples were then loaded, allowed to stabilize and then drained at a constant rate of 0.008 inches per minute. The applied normal and induced shear stresses were monitored with electronic load cells and the displacement in the normal and shear directions monitored with linear variable displacement transducers (LVDTs). The force and displacement in the direction of shear were plotted electronically. The results of the tests are summarized graphically on Plates A-4, Shear Strength Data.

Cone Penetration Tests. Tests to determine the relative compaction of the onsite soil are currently being completed and will be submitted under separate cover.

With the completion of the cone tests, all laboratory testing was performed for us by Evans, Colburn & Associates, Inc. in San Marcos, California.