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May 1, 1990

HAR-EP 4976

To: Dr. Marvin T. Miura, Director
Office of Environmental Quality Control

From: Director of Transportation *Edward Y. Hirata*

Subject: NEGATIVE DECLARATION - PURCHASE OF KAPALAMA
MILITARY RESERVATION

In accordance with Chapter 343-5(c), Hawaii Revised Statutes, we are notifying you that we will not require an Environmental Impact Statement for the subject purchase. We have enclosed (4) copies of the Negative Declaration on the proposal and a completed OEQC form for publication in the OEQC Bulletin.

Should you have any question on the action, please let me know.

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NEGATIVE DETERMINATION FOR
* ACQUISITION OF LAND AND IMPROVEMENTS
KAPALAMA MILITARY RESERVATION, HONOLULU HARBOR, OAHU *

May, 1990

PROPOSING AGENCY:

Harbors Division
State Department of Transportation
79 South Nimitz Highway
Honolulu, Hawaii 96813

**AGENCIES CONSULTED
IN MAKING ASSESSMENT:**

Department of Land and Natural Resources
Office of State Planning
Office of Environmental Quality Control
Department of Health
Hawaii Community Development Authority
U. S. Army Corps of Engineers
Real Estate Division

1. INTRODUCTION

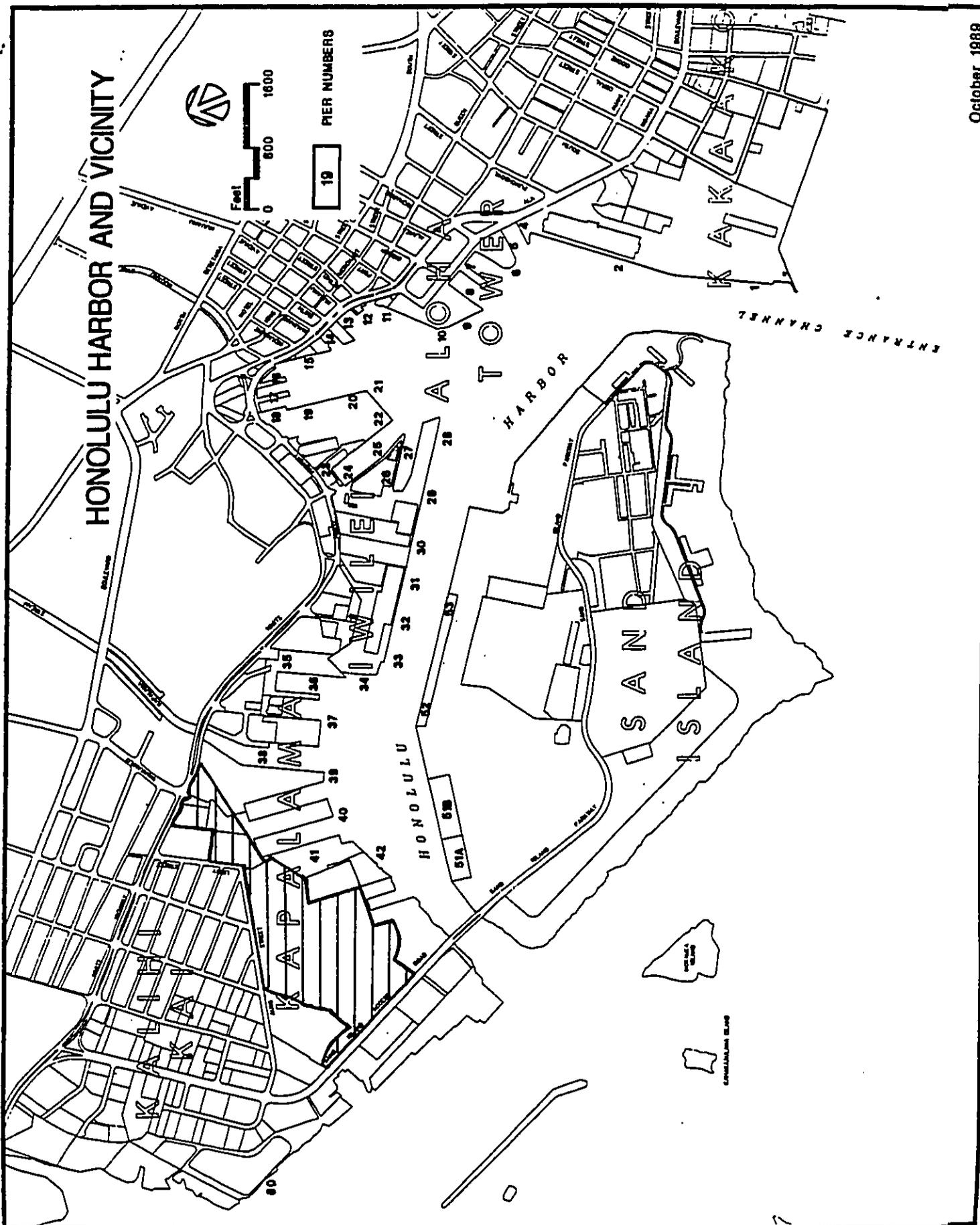
This Environmental Assessment (EA) has been prepared in anticipation of the proposed use of State funds for the acquisition of land and improvements at Kapalama Military Reservation (KMR), Honolulu Harbor from the Department of the Army, an agency of the United State of America and from Dai Showa America Company Limited. This EA has been prepared in accordance with the provisions of Hawaii Revised Statutes (HRS) Chapter 343 Section 5(a)(1) and Chapter 200 of Title 11, Sections 11-200-5, 11-200-7, 11-200-9, 11-200-10, 11-200-11, 11-200-12. A description of the proposed action, the affected environment, alternatives considered, proposed mitigation measures and preliminary determinations based on the information presented herein and the reasons supporting those determinations are provided. The information contained herein has been compiled from records at the Harbors Division, the Office of Environmental Quality Control, the Office of State Planning, the U. S. Army Corps of Engineers Real Estate Division, site visits and generally available information regarding the area and its environmental characteristics.

2. GENERAL DESCRIPTION OF THE PROPOSED ACTION'S TECHNICAL, ECONOMIC, SOCIAL AND ENVIRONMENTAL CHARACTERISTICS

2.1 Description of the Proposed Action

The proposed action involves the use of State funds to acquire land and improvements at KMR currently owned by the Federal government and by Dai Showa America Company Limited. The property is located mauka of the Kapalama Basin in Honolulu Harbor (see Figure 1) and is identified as TMK: 1-2-25: portion of parcel 02 and TMK: 1-5-32: portion of parcels 1, 5, 11, 15, and 18. The total land area is approximately 62 acres (58 acres Federal and 3.9 acres Dai Showa America Company Limited). Within the boundaries of KMR, the Federal Government is also returning to the State, at no cost two parcels of ceded lands totaling 18 acres.

The existing improvements include 25 various office, maintenance and storage buildings, roadways and utilities (see Figure 2). Table 1 (attached) briefly describes each of the various structures.



October 1989

Figure 1

KAPALAMA ACQUISITION

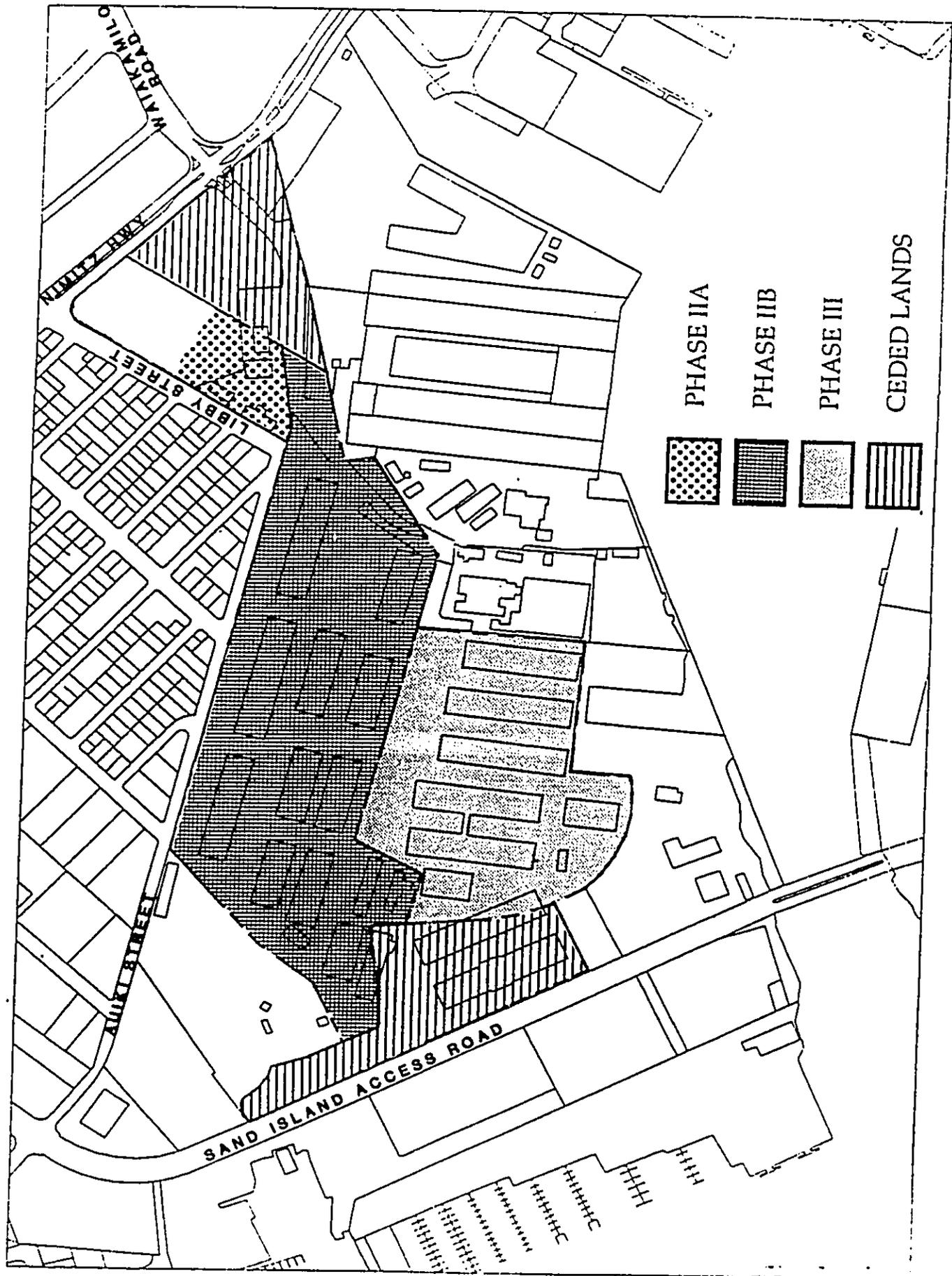


Figure 2

TABLE 1. PHASE II
KAPALAMA MILITARY RESERVATION

BUILDING NO.	SIZE (SQ.FT.)	YEAR BUILT	DESCRIPTION
T-904	43,200	1945	Wood frame, corrugated metal warehouse on slab.
S-905	50,000	1943	Metal frame, corrugated metal warehouse on slab.
S-906	50,000	1944	Metal frame, corrugated metal warehouse on slab.
T-908	27,000	1944	Wood frame, corrugated metal warehouse on slab.
S-909	30,000	1944	Steel frame, corrugated metal warehouse on slab.
T-910	35,000	1944	Wood frame, corrugated metal warehouse on slab.
T-913	29,800	1945.	Wood frame, mortuary with chapel.
T-914	23,000	1944	Wood frame warehouse with corrugated sides, slab foundation, used as a mortuary.
T-915	30,000	1944	Wood frame warehouse with corrugated sides, slab foundation.
S-916	30,000	1944	Steel frame warehouse with corrugated sides, slab foundation.
S-917	30,000	1944	Steel frame warehouse with corrugated sides, slab foundation.
T-919	22,500	1945	Wood frame warehouse with corrugated sides, slab foundation.

Table 1

TABLE 1. (CONT.)

BUILDING NO.	SIZE (SQ.FT.)	YEAR BUILT	DESCRIPTION
T-920	24,480	1943	2-story wood frame office building of WWII era.
T-921	17,235	1944	Wood frame warehouse.
T-922	6,419	1944	1-story frame office.
T-945	112	1973	Guard house.
T-1020	5,600	1946	General storehouse.
T-1030	4,131	1965	Covered metal quonset hut.
T-1033	180	1944	Scale house.
1027	9,200	1965 (remodeled 1976)	2-story reinforced concrete air-conditioned office buildings.
1028	5,000	1965 (remodeled 1976)	Metal warehouse finished into air-conditioned lab.

The affected properties are vital in providing for the long-term cargo handling needs in Honolulu Harbor. Portions of the area are proposed to be utilized for the relocation of the Foreign Trade Zone currently at Pier 2, the food distribution activities on the Kaka'ako Peninsula, freight forwarding operations, expansion of the inter-island barge service operations and the relocation and expansion of container handling operation at Fort Armstrong. The major maritime uses proposed in the long-term includes the redevelopment of KMR and adjacent lands as a full-scale modern containerized cargo terminal. If this land is not acquired by the State, options for accommodating future growth of cargo handling requirements in Honolulu Harbor will be severely constrained and the implementation of the Honolulu Waterfront Master Plan will be impaired.

2.2 Description of the Economic and Social Characteristics of the Proposed Action

The acquisition of KMR is necessary for the preservation and enhancement of the Port of Honolulu as the hub of the State's commercial harbor system. It is clearly recognized that Hawaii, as an island state, is almost totally dependent on ocean surface transportation. Approximately 80 percent of the required goods to keep the Hawaiian economy functioning is imported, and 98 percent of these imported goods is delivered by ship. The majority of overseas inbound and outbound cargo arrive and depart via Honolulu Harbor. The acquisition of KMR is of critical importance to a sound maritime industrial base for Hawaii's continued economic growth.

Kapalama lands are also a key link in the economic development of the Honolulu Waterfront. The Honolulu Waterfront Master Plan identifies the acquisition of this property as a key to a sequence of events that support the continued viability of maritime operations in the face of growing economic pressures for increased commercial, office retail and recreation space.

In the near-term, the acquisition of the KMR property will allow for the relocation of the Foreign Trade Zone and the expansion of interim cargo handling and roll-on/roll-off cargo activities now conducted at the Fort Armstrong. The relocation of these facilities will provide needed space in the outer harbor to allow for the expansion and development of facilities to accommodate future growth in the passenger ship industry.

Acquiring KMR lands will also permit the relocation of the food distribution center operations on the Kaka'ako peninsula. This relocation is vital to the development of much needed recreational and commercial space planned for the expanding Kaka'ako community.

The estimated cost of \$98,000,000 for acquisition for approximately 62 acres at this time would be significantly less than deferring purchasing to a time in the future. If the KMR lands are not acquired now, this valuable waterfront property would be forever lost since it would probably be sold for non-maritime uses. Federal Government plans require that fee lands be disposed of over the next few years.

A development plan for KMR is currently being prepared. Before a development plan is implemented, an assessment will be filed to more fully describe the economic and social characteristics of all proposed uses.

2.3 Description of the Environmental Characteristics of the Proposed Action.

The environmental characteristics of the proposed action are positive.

In 1988 the United States Army prepared an EA for the sale and replacement of KMR lands. This report relates that KMR has served as a centralized, receiving, shipping and storage facility for the Army in Hawaii and that Building 917 was used to store all potentially hazardous/toxic materials. The report found that available geological evidence indicates no offpost migration of contaminants, either surface or subsurface.

The Army findings confirmed by on-site surveys indicate a number of buildings has "Transite," a corrugated siding of non-friable asbestos containing material. Table 2 (attached) lists results of a survey of buildings with asbestos containing materials.

The Army report indicates the presence of an underground fuel storage tank(s) is assumed within the project boundary because of a visible vent pipe; however a subsurface investigation did not detect any contamination from underground storage tank(s).

The Army report identifies thirty-nine oil-filled electrical transformers at 15 locations. A nameplate survey indicates that none of the transformers contain Polychlorinated Biphenyls (PCB).

TABLE 2. BUILDINGS CONTAINING ASBESTOS
KAPALAMA MILITARY RESERVATION

BUILDING	AREA SAMPLED	RESULTS
Phase IIa		
1020	Corrugated transite siding	Chrysotile, 5%*
1027	Roofing material awning	Chrysotile, 5%*
1028	Roofing material awning	Chrysotile, 5%
Phase IIb		
904	Corrugated transite siding	Chrysotile, 60%*
905	Office floor tile	Chrysotile, 1%
905	Roofing material awning	Chrysotile, 5%*
906	Corrugated transite siding	Chrysotile, 60%*
906	Office floor tile	Chrysotile, 1%
908	Corrugated transite siding	Chrysotile, 60%*
909	Corrugated transite siding	Chrysotile, 60%*
914	Roofing material awning	Chrysotile, 5%*
916	Roofing material awning	Chrysotile, 5%*
917	Roofing material awning	Chrysotile, 5%*
919	Corrugated transite siding	Chrysotile, 60%*
920	Front office floor tile	Chrysotile, 5%
921	Office floor tile	Chrysotile, 2%
921	Roofing material awning	Chrysotile, 5%*
923	Women's restroom, floor tile	Chrysotile, 1%
923	Clean room, particle wall board	Chrysotile, 45%
925	Corrugated transite siding	Chrysotile, 60%

*Although the building was not sampled, it contains materials similar to the others that were confirmed to have asbestos.

Table 2

The acquisition of the property and its improvements will not alter existing conditions. A development plan for KMR will be prepared and will fully describe up to date environmental characteristics. If warranted an assessment will be filed to describe the environmental impacts of the proposed future development and uses.

3. SUMMARY DESCRIPTION OF THE AFFECTED ENVIRONMENT

3.1 Existing Conditions and Planned Activities

KMR is located inland of the Kapalama Basin in Honolulu Harbor on the south coast of the island of Oahu. The area is designated as industrial use on the Oahu General Plan. A large portion of the land is in Federal ownership and is being sold by the Department of the Army. A smaller 7.8 acres portion was recently sold to Dai Showa America Company Limited of which 3.9 acres are to be acquired by the State. Other adjacent parcels are owned by the State, Servco Pacific, U. S. Postal Services, and the University of Hawaii. Two parcels of ceded land totaling approximately 18 acres are now under the jurisdiction of the Army and are scheduled to be returned to the State. These parcels are not included in this EA because use of State funds are not involved in the transfer.

KMR is currently an U.S. Army Support Command logistics and maintenance installation which includes storage and warehousing facilities, administration space, the Army Mortuary, and the Central Identification Laboratory, Hawaii.

The existing structures are predominantly World War II era buildings of temporary, wooden and steel frame construction that provide warehouse, office and maintenance facilities for Army units in Hawaii. Many of the buildings are termite-infested, lack fire protection, and are in need of repairs.

The proceeds to the Army from the sale will be used for the construction of replacement facilities at Schofield Barracks, Fort Shafter, Tripler Army Medical Center, and Fort Kamehameha. Any excess proceeds will be used to fund development of Fort DeRussey.

The State is currently preparing site development plans, and future activities will include the relocation of the Foreign Trade Zone, a food distribution center, freight forwarding operations, and airport support facilities. Other activities include development of an area for cargo handling facilities, to including containers, bulk and general cargo.

3.2 Probable Impacts and Mitigation Measures

The acquisition of the property and its improvements will not change the nature of activities currently occurring in the area. This will be fully discussed separately prior to the redevelopment of the area.

4. MAJOR IMPACTS AND ALTERNATIVE CONSIDERED

4.1 Major Impacts

No major adverse environmental impacts are envisioned to result from the proposed acquisition of land and improvements. The acquisition of the property and its improvements will require the use of State funds. In the long term the acquisition will require the development of new facilities and the relocation of industrial activities.

4.2 Alternative Considered

The alternative of not purchasing the land would not be in the public interest since the State would not be able to meet future maritime needs or implement related and dependent projects of the Honolulu Waterfront Master Plan. Not purchasing at this time would likely incur significantly greater public costs in the future. It would constrict development of public park and recreational facilities at Kaka'ako and foster an undesirable mixture of incompatible land use activities in the Kaka'ako and Fort Armstrong area.

5. PROPOSED MITIGATION MEASURES

No mitigation measures are necessary for this acquisition. Specific future planning and development of the site will be accomplished pursuant to Chapter 343.

6. DETERMINATION

Based on the foregoing findings, the proposed acquisition will not have a significant impact on the environment and an environmental impact statement is not required. Funding for this acquisition has been authorized by Act 73, SLH 1989.

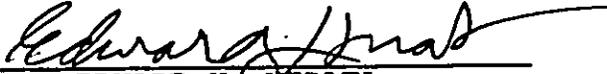
7. FINDING AND REASONS SUPPORTING DETERMINATION

In consideration of the absence of any significant negative impacts it has been determined that:

1. The proposed action does not involve an irrevocable commitment to loss or destruction of any natural or cultural resource;

2. The proposed action increases the range of potential beneficial use of the facility;
3. The proposed action is in concert with the state's long-term environmental policies, goals and guidelines as expressed in Chapter 343, HRS, and any revisions and amendments thereto, court decisions and executive orders;
4. The proposed action will affect the economic or social welfare of the community or state by the creation of broad social and economic opportunities, i.e. development of Kaka'ako and the Honolulu Waterfront, and expansion of maritime facilities;
5. The proposed action does not involve substantial secondary impacts, such as population changes or effects on public facilities;
6. The proposed action does not substantially affect public health;
7. The proposed action does not involve a substantial degradation of environmental quality;
8. The proposed action is individually limited and cumulatively, does not have a considerable effect upon the environment or involve a commitment for larger actions;
9. The proposed action does not substantially affect rare, threatened or endangered species or habitats; and
10. The proposed action does not detrimentally affect air or water quality or ambient noise levels.

Further, the proposed acquisition will not result in any significant adverse effects to the environment and the proposed action is in keeping with the objectives and purposes of the project site. Future improvements will comply with all applicable statutes, ordinances and rules of the federal, state and county governments.


EDWARD Y. CHIRATA
DIRECTOR OF TRANSPORTATION

MAY - 1 1990

DATE