

JOHN WAIHEE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION

78 SO. NIMITZ HWY. • HONOLULU, HAWAII 96813-4898

EDWARD Y. HIRATA  
DIRECTOR

DEPUTY DIRECTORS

RONALD N. HIRANO  
DAN T. KOCHI  
JEANNE K. SCHULTZ  
CALVIN M. TSUDA

IN REPLY REFER TO:

November 9, 1990

HAR-EP 8354.91

To: Bruce Anderson, Acting Director  
Office of Environmental Quality Control

From: Edward Y. Hirata, Director  
Department of Transportation *Edward Y. Hirata*

Subject: NEGATIVE DECLARATION - CONTAINER YARD IMPROVEMENTS AT  
HONOLULU HARBOR

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 project. We have enclosed an original plus four (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 contact Howard Miura of our Harbors Division at 548-2559.

Enc.

OFC. OF ENVIRONMENTAL  
QUALITY CONTROL

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254

1990-11-23-0A-1FEA

NEGATIVE DECLARATION FOR  
\* SEA-LAND SERVICE, INC.  
CONTAINER YARD IMPROVEMENTS \*  
NOVEMBER 1990

- I. APPLICANT:  
Sea-Land Service, Inc.
- II. APPROVING AGENCY:  
State Department of Transportation, Harbors Division
- III. AGENCIES CONSULTED:  
State Department of Transportation, Harbors Division  
C & C of Honolulu, and Department of Land Utilization
- IV. DESCRIPTION OF PROPOSED ACTION:
- A. Objective:
- The proposed improvements are intended to upgrade the container yard/support facilities along Piers 51-A to better serve the public. The container handling facilities are an integral part of the shipping industry in Hawaii. Since approximately 80% of all products (energy, food, and goods) must be shipped from the mainland United States or other overseas areas, improvements to these facilities represent an essential upgrade. Central to the improvements is a new office building which will provide physical accommodations for administrative functions now contained within inadequate facilities elsewhere on the site.
- Other improvements will include alteration to the interior of an existing maintenance building and the addition of a gate and guard house.

V.

GENERAL DESCRIPTION OF THE ACTIONS CHARACTERISTICS:

A. Location:

The container yard utilized by Sea-Land Service, Inc., is located along Pier 51-A on the northwestern portion of Sand Island, Oahu. It is accessible by Sand Island Parkway, an extension of Sand Island Access Road which intersects with Nimitz Highway. The project is adjacent to Matson container yard facilities occupying Piers 51-B, 52 and 53. See Figure 1.

B. General Description:

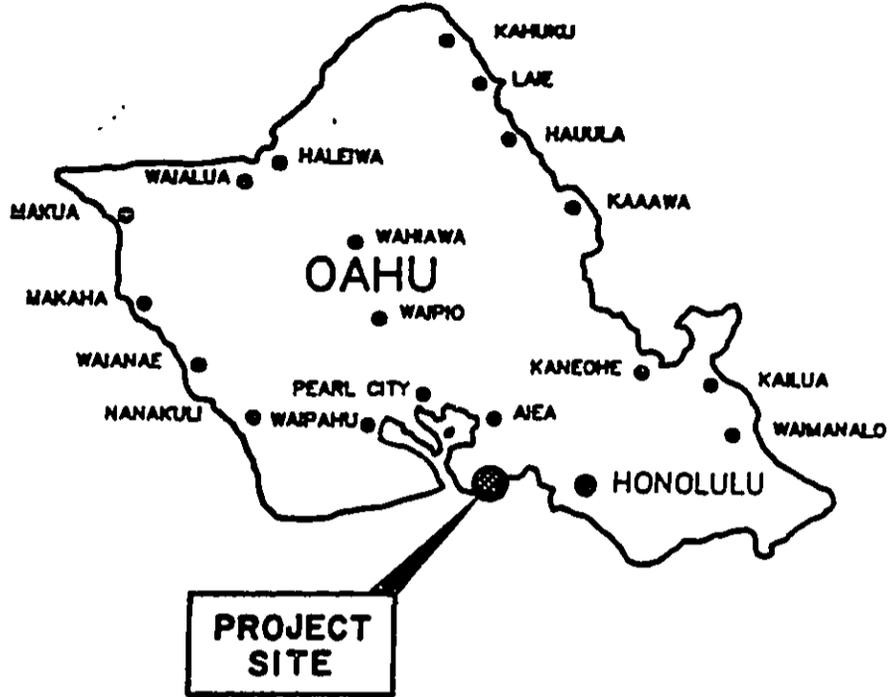
The proposed project involves facilities expansion for Sea-Land Service, Inc. at Pier 51-A, Sand Island. Expansion of facilities include construction of a new two-story, 11,200-square foot office building, a new 300-square foot gate house and a new 50-square foot guard house. At present, an existing one-story, 9,600-square foot maintenance building houses Sea-Land's container yard office and maintenance facilities. Interior alteration to approximately 4,800 square feet to the building's interior is proposed to provide improved maintenance support facilities.

C. Technical Characteristics:

The drawings included as part of this environmental assessment application graphically depict the improvements being proposed.

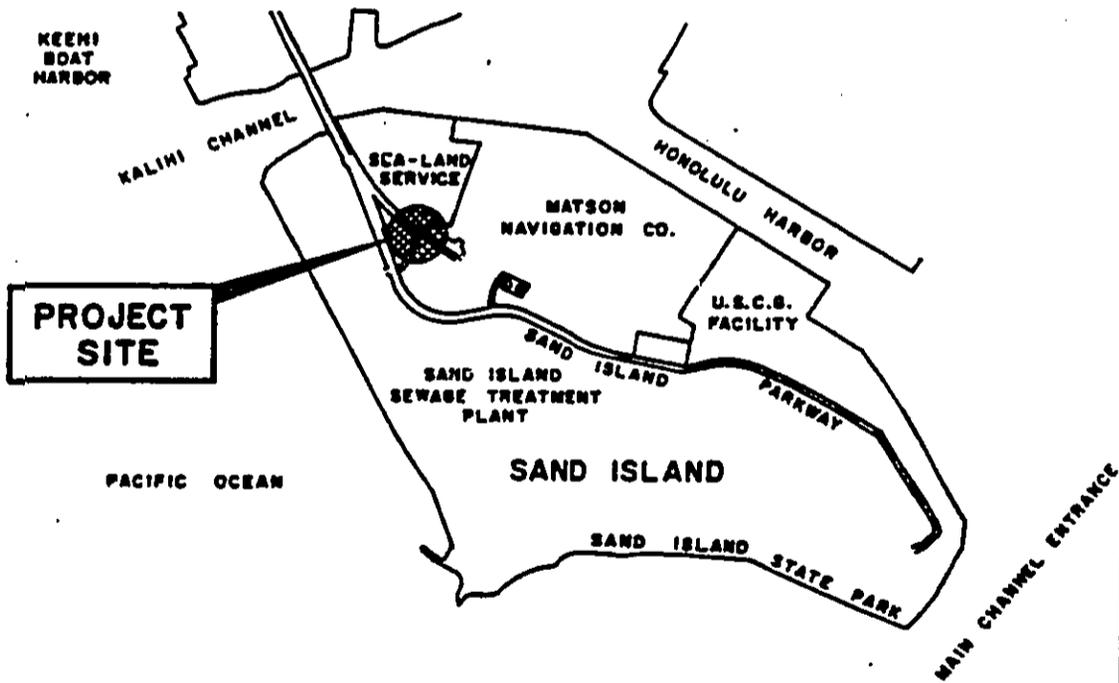
1. New Office Building

Sea-Land Service, Inc., proposes to construct a new two-story, 11,200-square foot office building to be located at the immediate entrance to Pier 51-A. Access shall be off of Road 'A' which leads to Pier 51-A from Sand Island Parkway. The building is of steel and masonry construction, capped with a hip roof design. The height from ground floor to the roof eave is approximately 22 feet with an overall building height to the roof ridge of approximately 36 feet. The site of this office building is presently vacant. The building is sited to facilitate vehicular access without disruption to the pier operations while providing visual surveillance of pier activities from the building.



**LOCATION MAP**

NO SCALE



**VICINITY MAP**

NO SCALE

FIGURE 1

2. Existing Maintenance Building

Part of an existing one-story, pre-engineered metal building presently houses administrative offices for the pier operations. These offices will be relocated to the new office building and interior alteration to the building is proposed.

3. Gate House and Guard House

The addition of a new 300-square foot gate house and 50-square foot guard house is also proposed as part of pier operational and security improvements.

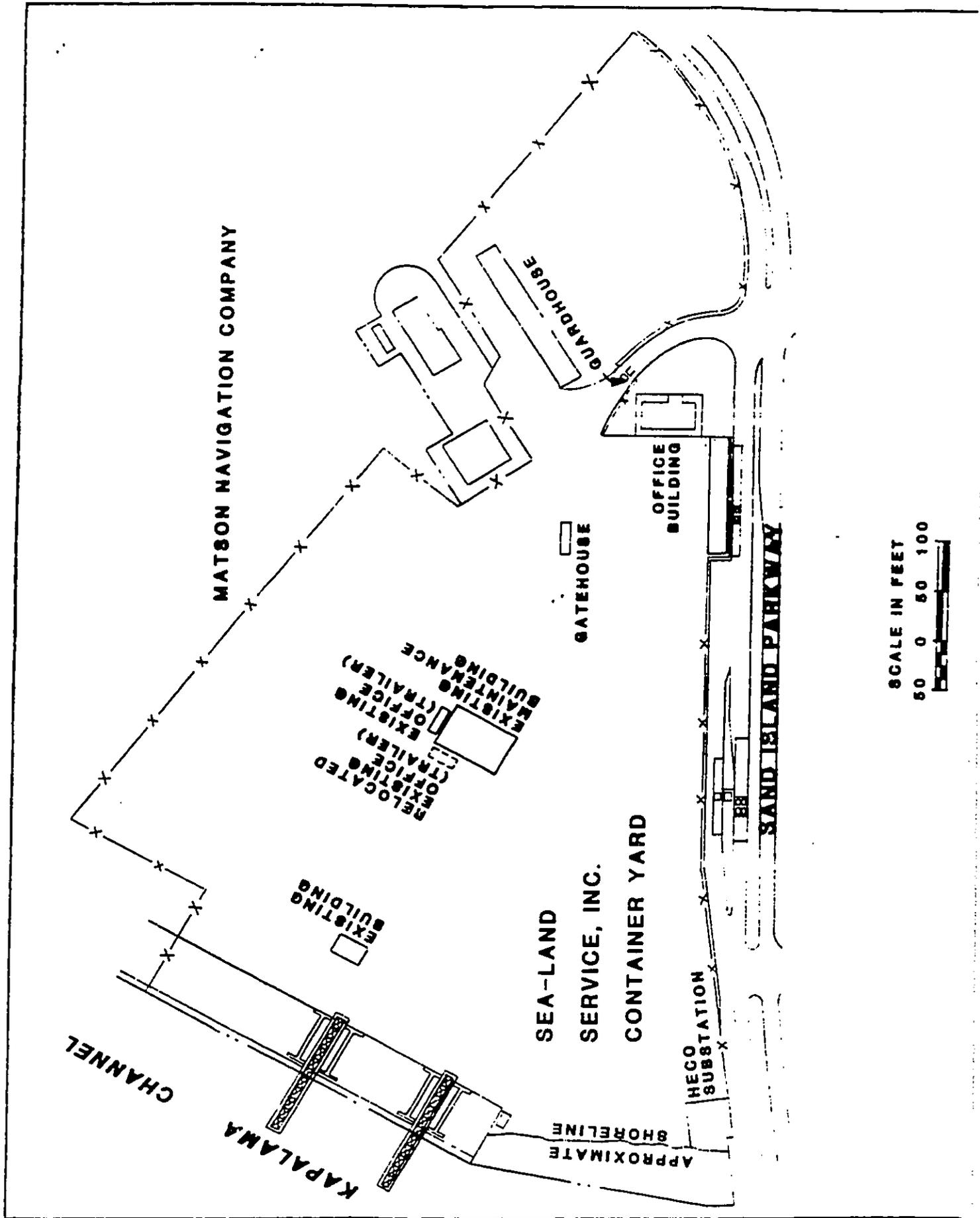
4. On-Site Improvements

Utility provisions to the building site will be provided by Sea-Land Service, Inc. Except for utility provisions, the proposed improvements will require little in the way of site preparation, i.e., demolition, clearing, grubbing or grading. The improvements occurring within the existing maintenance structure or, in the case of the gate and guard houses, will be located at existing a.c. paved areas.

A general utility plan is indicated in Figure 3. The existing Sea-Land office is connected to an existing 16-inch water main with a 2-inch and 1-1/2-inch water lateral. An existing 1-1/2-inch water meter is provided. The existing 1-1/2-inch meter can provide up to 100 gpm.

The proposed new domestic water connection is indicated in Figure 4. It is proposed to connect a new 2-inch copper lateral approximately 190 lineal feet to the existing 16-inch water main. A new 1-1/2-inch meter will be provided (subject to verification of Mechanical plumbing demand). A 10-foot-wide water easement can be granted to the Board of Water Supply.

Sanitary sewer line can be connected to an existing sewer manhole located in the parking area. Approximately 60 lineal feet of 4-inch PVC sewer pipe will be required. A new easement will be required, (see Figure 4).



SCALE IN FEET  
 50 0 50 100

FIGURE 3



The sewer line to be constructed under the Container Yard Project also services Matson and is a "private" system connecting to the City and County System.

Utility connection for the project may require saw-cut/removal of pavement and repaving of the new utility trenches.

Electrical service to the new office building and other improvements will be received from an existing primary power utility (HECO) handhole. A service request will be made to the utility company (HECO) for electrical power to be supplied at 208Y/120 volts, 3-phase, 4-wire. The utility company (HECO) will provide and install the pad mount transformer, all primary cables, all secondary cables to the meter loop, and all duct work from the HECO handhole to 6" before the property lines. The Owner will provide the ductlines from 6" in front of the property to the transformer, and from the transformer to the electrical service elevation. The meter loop will be mounted on the outside of the building. This will consist of a meter socket and main breaker, due to the corrosiveness of salt air by the sea. Sea-Land will also provide the transformer concrete pad. All installations will abide by HECO standards.

Refuse disposal will continue to be handled by a commercial refuse firm, with collection on a weekly basis.

#### VI. ECONOMIC AND SOCIAL CHARACTERISTICS:

Since approximately 80% of all products (energy, food, and goods) must be shipped from the mainland United States or other overseas areas, State residents depend on Honolulu Harbor's container handling facilities. Hawaii's agricultural economy also depends on these facilities for the exportation of its local products (pineapple, sugar, etc.). Sea-Land's entry into the islands' shipping industry and the proposed improvements are in response to the statewide growth in population and the additional and projected demands in goods resulting from this growth. The improvements, however, are not anticipated to impact the population of Sand Island's neighboring areas. The general vicinity shall remain in industrial use.

The estimated preliminary cost for the construction of the improvements is \$1,500,000 with an estimated construction period of 8 to 10 months.

VII. ENVIRONMENTAL CHARACTERISTICS:

The Honolulu Harbor complex is located within the narrow coastal plain of Oahu's south central coast, geologically referred to as the Honolulu Plain. This plain and much of the rest of Oahu's southern edge is underlain by a broad elevated coral reef, covered by alluvium carried down from the mountains. Prior to dredging and filling of Honolulu Harbor, the Sand Island area originally consisted of marginal lands; mainly submerged coral reefs, mudflats, and islands of varying sizes, shapes, and elevations. In 1926, Honolulu Harbor acquired its present day dual entrance and crescent shape configuration when the two channels were dredged by private interests. Sand Island was created by the incremental deposit of dredged material from Honolulu Harbor and Keehi Lagoon onto a shallow reef.

A soils investigation report for the project site is ongoing; however, research into available information reveals that the general surface and substrata soils of the area consist mainly of fill material from past dredging operations. This material is characterized by silty sand and coral gravel which has a high porosity and permeability. The Land type is classified as fill land, mixed (FL) and is used for urban development including airports, housing areas, and industrial facilities.

The project site is relatively flat and largely paved in asphaltic concrete. Water erosion hazard is slight although wind erosion is a consideration where vegetation or pavement is not in place. At present, this area is limited to the site of the proposed office building which is exposed coral fill and which, upon completion, will be completely protected by building area, pavement and landscaping.

Storm runoff is by surface flow into the site drainage system which deposits it into Honolulu Harbor.

According to the Flood Insurance Rate Map affecting the Federal FIRM Zone and LUO Flood hazard district classification, the project site is designated as Zone X, areas determined to be outside 500-year flood plain and not in any flood hazard area.

VIII. AFFECTED ENVIRONMENT:

A. Surrounding Land Use:

Sand Island is a man-made island centrally located within the Honolulu Harbor complex on the southeast coast of Oahu. Sand Island shelters the harbor from the open sea and is connected to the Kapalama Peninsula by a bridge at the island's western end. Sea-Land's handling facilities occupy the island's northwestern portion. Located opposite Sand Island are port facilities such as Fort Armstrong, the downtown waterfront area, Iwilei, Waiakamilo, and Mokauea. The harbor is fringed by an industrial belt extending from the Fort Armstrong Peninsula to the Kapalama Peninsula. Honolulu Harbor has one entrance channel. The Fort Armstrong entrance channel lies to the east of Sand Island and extends to the main harbor basin. The Kalihi Channel lies to the west of Sand Island and extends to the Kapalama Basin. It is used as an auxiliary accessway to the Harbor for small boats since the bascule bridge has been in a fixed position for years. Land uses surrounding the project area include the U.S. Coast Guard station, light industrial activities such as auto wrecking and storage yards, the sewage treatment plant, and Sand Island State Park.

Sea-Land facilities occupy Pier 51-A. Immediately adjacent Piers 51-B, 52 and 53 are occupied by the Matson container yard and office building facilities.

The Development Plan land use is Commercial. The site is zoned Industrial I-3.

B. Climate:

The climate of Sand Island is typical of the leeward coastal lowlands of Oahu. The area is characterized by abundant sunshine, persistent tradewinds, relatively constant temperatures, moderate humidity, and infrequent severe storms. Rainfall averages 20 to 25 inches a year, about 50% of which occurs from December through February.

Sand Island has a dry climate, flat terrain, and highly porous soils. Surface runoff conditions are not a serious problem. Even during heavy rains, no undue ponding occurs in the low areas. While there are no natural surface water features on Sand Island, two nearby streams discharge into Honolulu Harbor.

The Kapalama Stream discharges into Kapalama Basin and the Nuuanu Stream discharges into the main harbor basin.

C. Recreation:

Many recreational opportunities are available along the south shore area of Sand Island. Most recreation occurs at Sand Island Park, a developed park occupying 87 acres of land owned and managed by the State Department of Land and Natural Resources, Division of State Parks, Outdoor Recreation and Historic Sites. The nearshore waters around Sand Island offer recreational activities such as sailing and boating, water skiing, surfing, sunbathing, fishing, limu (seaweed) gathering, snorkeling and swimming.

Sand Island supports a large recreational fishery, consisting mainly of pole fishing and occasional spearfishing. Honolulu Harbor is used as a bait fishery (nehu) for the Skipjack tuna fleet.

There are no recreational resources in the harbor fronting the container yard as this is a staging area for ship loading and unloading.

D. Public Services:

There are seven fire stations within a two-mile radius of the Sand Island project area. However, access is limited to the Sand Island Access Road via the new two-lane bridge and the two-lane John H. Slattery Bascule Bridge. Within the immediate vicinity are the Kalihi-Kai Station (Pier 40) and the Waterfront Station (Pier 15). There is also an 110-foot long, 126-ton fireboat funded by the State and operated by the City and County of Honolulu stationed at Pier 15.

The project site is within Police Beat 30 of the Honolulu Police Department (HPD) which includes Sand Island and the Iwilei District. HPD provides 24-hour service and regularly patrols the Sand Island area. Patrol officers assigned to the beat are stationed at the Kalihi substation. Also, the State has a Harbor Police force stationed at Pier 10. They also provide 24-hour service and patrol the harbor area from Kewalo Basin to Pier 52 at Sand Island. The Honolulu Harbor Operations Control Center at the Aloha Tower coordinates Harbor Police and fire activities.

E. Flora and Fauna:

Vegetation in the Sand Island area is influenced by low rainfall, saline soil, the man-made origin of the area and the high degree of development and human activity. Consequently, only a limited variety of plant life can be found; plants characterized as drought resistant, highly salt tolerant, and hardy in dry areas. No Federal or State listed or candidate threatened or endangered plant species are currently found on any areas of Sand Island.

The inland portions of Sand Island are dominated by haole koa shrubs (*Leucocephala leucaena*) and kiawe trees (*Prosopis pallida*). The seaward areas have large sections of dry, brown desmanthus (*Desmanthus virgatas*) which grow several feet tall. Patches of sourbrush (*Pluchea odorata*) and Indian pluchea (*Pluchea indica*), opiuma (*Pithecellobium dulce*) and ironwood trees (*Casuarina equisetifolia*) are scattered throughout the area. Three species of grass exist; manila grass (*Zoysia Metralla*), star grass (*Chloris divaricata*), and swollen finger grass (*Chloris inflata*).

The project site is largely paved with areas of exposed coral fill. No significant stands of vegetation are present.

Wildlife on Sand Island is limited to mammals and birds which have adapted to the urban environment. Mongooses, rats, mice, feral dogs and cats are common. Most of the existing wildlife can be found in the under utilized and more heavily vegetated areas of the island. A variety of migratory shore birds frequent Sand Island, especially the seaward shore areas. No Federal or State listed or candidate threatened or endangered bird species are known to inhabit Sand Island.

Due to extensive paved areas and exposed coral fill at the project site, habitats for wildlife are scarce.

F. Historic, Cultural and Archaeological Resources:

Most of Sand Island is composed of dredged material from past improvements to Honolulu Harbor in the early 1900's and the seaplane runway in the early 1940's. Because Sand Island is manmade, it is highly unlikely that there are areas of archaeological significance.

There are no known archaeological sites or buildings, structures or other manmade features of historical significance on the container yard site.

G. Coastal Views:

Coastal views from the project site and Sand Island Parkway consist of the industrial belt that fringes Honolulu Harbor, the port facilities opposite Sand Island and the downtown waterfront area.

IX. PROJECT IMPACTS:

A. Short-Term Impacts:

Short-term impacts are those resulting from and limited to the construction phase of the project. Provisions to minimize these impacts will be made.

1. Dust

Site preparation work may generate dust, particularly under dry and windy conditions, but is expected to be minimal. Appropriate mitigative measures such as spraying or sprinkling the soil with water will be implemented as warranted to minimize dust related problems.

2. Noise

Noise will be generated on the construction site by equipment such as pile driving equipment, concrete trucks and material delivery vehicles. Because the area is heavily industrial, residences will not be affected.

3. Traffic

Impacts of construction upon traffic are not anticipated to be significant. Construction equipment and vehicles will enter and exit the project area from Nimitz Highway, Sand Island Access Road, and Sand Island Parkway Road. Other than during peak traffic hours, this activity should not adversely impair traffic flow along these roadways. To minimize potential impacts, all movement of heavy construction vehicles will be scheduled to avoid peak traffic hours. If necessary, flag men will be employed to ensure traffic safety.

4. Public Safety

Necessary measures to assure public safety will be implemented throughout all phases of construction. When construction is not ongoing (nights, weekends and holidays), construction areas will be secured by adequate safety signs, signals and/or other safety devices as required by State and County regulations.

B. Long-Term Impacts:

1. Recreation

Inasmuch as the project site and the affronting harbor are not used for recreational purposes, no recreational impacts are anticipated.

2. Aesthetic

The new office building will be visible from Sand Island Parkway which provides the sole vehicular access to Sand Island. The structure is limited to two stories as is it's neighboring Matson counterpart.

The use of exterior architectural reliefs and features will fracture the continuous wall lines and offer elements of scale and proportion. The use of a hip roof design provides for volume within the structure to conceal needed mechanical equipment while offering a simple and aesthetically pleasing roofline.

X. ALTERNATIVES TO THE PROPOSED ACTION:

Honolulu Harbor is the primary overseas and interisland cargo handling area for the State of Hawaii. Since the improvements would be made to an existing container handling facility, developing an alternative site is deemed unfeasible. Although alternative site development plans were considered, the proposed scheme was considered optimal from an operational perspective. No other facility or location had the built in features of the container yard at Pier 51A for container handling.

The proposed improvements are intended to upgrade the container yard/support facilities along Piers 51-A to better serve the public.

XI. MITIGATION MEASURES:

Provisions will be made to minimize the short-term impacts of construction.

XII. DETERMINATION:

No major adverse impacts are anticipated. A determination has been made that an Environmental Impact Statement is not required.

XIII. FINDINGS AND REASONS SUPPORTING THE DETERMINATION:

A. Findings:

The effect of the project on the environment has been determined not to be significant. The construction of the proposed improvements to the container yard and support facilities will not:

- \* Change the existing use(s) of the area;
- \* Displace any persons;
- \* Affect rare, threatened, or endangered species of animals, plants, or habitats;
- \* Involve an irrevocable commitment to or loss or destruction of any natural or cultured resources;
- \* Curtail beneficial use of the environment;
- \* Result in a conflict with the State's long-term environmental goals, policies, or guidelines; and
- \* Downgrade the environmental quality.

B. Reasons:

This project will have beneficial economic impact on the state. It is compatible with existing and planned land uses and activities in the area. It is compatible with the physical conditions and capabilities of the area. Any adverse impacts of the project have been determined to be insignificant. The applicant will comply with applicable statutes, ordinances and rules of the Federal, State and County governments.

  
EDWARD Y. HIRATA  
DIRECTOR OF TRANSPORTATION

11/14/90  
DATE

A P P E N D I X A

JOHN WAHNEE  
GOVERNOR



EDWARD Y. HIRATA  
DIRECTOR

DEPUTY DIRECTORS  
DAN T. KOCHI (PRIORITY)  
RONALD N. HIRANO  
JEANNE K. SCHULTZ  
CALVIN M. TSUDA

IN REPLY REFER TO:

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION  
79 SO. NIMITZ HWY. • HONOLULU, HAWAII 96813-1894

September 10, 1990

HAR-PM 6441.91

Mr. Paul S. Morimoto, P.E.  
Ernest K. Horita & Associates, Inc.  
Soils and Foundation Engineering  
P. O. Box 1028  
Aiea, Hawaii 96701-1028

Dear Mr. Morimoto:

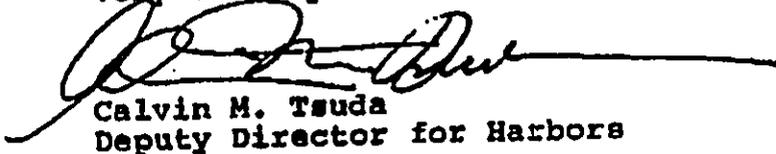
Subject: Right-of-Entry for Soil Test Borings

Your request to conduct soil test borings within the site of the proposed office building for Sea-Land Services, Inc. is being processed. We anticipate approval of your request by the Board of Land and Natural Resources during its scheduled meeting on September 28, 1990.

The Right-of-Entry document will be submitted to your office for execution upon approval as to form by our Legal Section.

Should you have any questions, you may contact Mr. Artemio Delos Reyes, Property Manager, at 548-2525.

Very truly yours,

  
Calvin M. Tsuda  
Deputy Director for Harbors

RECEIVED  
SEP 12 1990

ERNEST HIRATA & ASSOCIATES, INC.

AUG 30 1990



ERNEST K. HIRATA & ASSOCIATES, INC.

Soils and Foundation Engineering

Mailing Address: P.O. Box 1028, Aiea, Hawaii 96701-1028

99-1433 Koala Place • Aiea, Hawaii 96701 • Phone (808) 486-0787 • FAX (808) 486-0870

ERNEST K. HIRATA P.E.  
PAUL S. MORIMOTO P.E.  
DAVID M. KITAMURA P.E.  
JUNO E. KIM P.E.

August 28, 1990  
W.O.90-2031

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

Attention: Mr. Calvin M. Tsuda

Subject: Right of Entry for Foundation Investigation  
Sea-Land Service, Inc.  
Sand Island Terminal Expansion

We have been contracted by Sea-Land Services to perform a foundation investigation for their proposed office building, and therefore request a right of entry to perform our field exploration work. Our fieldwork will include drilling two borings to approximately 15 feet in depth. Enclosed is a site plan indicating the proposed boring locations.

Should you have any questions, please feel free to call on us.

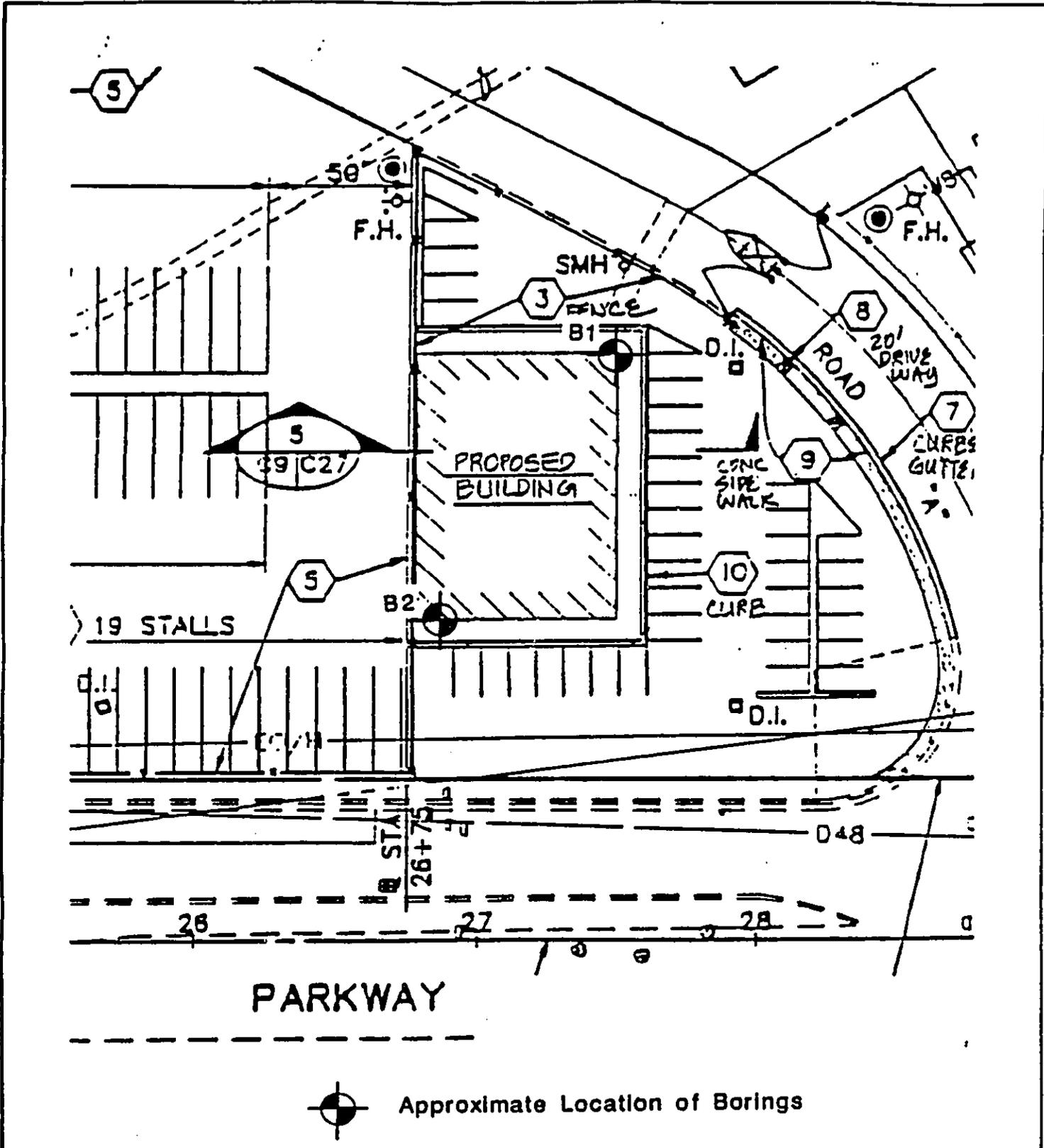
Very truly yours,

Ernest K. Hirata & Associates, Inc.

Paul S. Morimoto, P.E.

PSM:DSM:2031.001

cc: ~~Ernest K. Hirata & Associates, Inc.~~



W.O. 90-2031	Sea-Land Service - Office Bldg.
ERNEST K. HIRATA & ASSOCIATES, INC.	SITE PLAN

JOHN WAIHEE  
GOVERNOR

RECEIVED  
JUN 28 1990



JUL 5 1990

HIDA, OKAMOTO & ASSOCIATES, INC.

EDWARD Y. HIRATA  
DIRECTOR

DEPUTY DIRECTORS  
DAN T. KOCHI (PRIMARY)  
RONALD N. HIRANO  
JEANNE K. SCHULTZ  
CALVIN M. TSUDA

IN REPLY REFER TO:

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION  
79 SO. NIMITZ HWY. • HONOLULU, HAWAII 96813-4898

June 21, 1990

HAR-ED 5170

Mr. Alan T. Okamoto, P. E.  
Vice President  
Hida, Okamoto & Associates, Inc.  
1440 Kapiolani Boulevard, Suite 915  
Honolulu, Hawaii 96814

Dear Mr. Okamoto:

Subject: Proposed Sealand Facility at Sand Island  
Job H. C. 1687

We have received your letter of June 13, 1990 regarding the inclusion of sewer and water lines for Sealand's facility under our Job H. C. 1687.

We have no objections to the installation of the lines as shown. However, due to the limited State funds available for contingencies, we prefer that you contract separately with our low bidder, Haitsuka Brothers, Ltd., after our contract is executed. The project has been awarded and our contract is expected to be executed in about a month.

The portion of the 2-inch waterline that is not within the area that is being leased to Sealand will require a separate easement from us. Also, approval from the Board of Water Supply for the tap into the 16-inch line will be required. Valve or meter boxes within the yard will be required to sustain loads from straddle carriers.

If there are any questions, please contact Mr. Tom Fujikawa of our Design Section at 548-2505.

Very truly yours,

A handwritten signature in black ink, appearing to read "Calvin M. Tsuda", written over a horizontal line.

Calvin M. Tsuda  
Deputy Director for Harbors

HIDA, OKAMOTO & ASSOCIATES, INC.  
CONSULTING ENGINEERS

HARVEY K. HIDA, P.E.  
ALAN T. OKAMOTO, P.E.

June 13, 1990

JUN 15 REC'D

Mr. David Higa, Chief  
State of Hawaii  
Department of Transportation  
Harbors Division  
79 S. Nimitz Highway  
Honolulu, Hawaii 96813

Dear Mr. Higa,

SUBJECT: Proposed SeaLand Facility at Sand Island

We have been retained as the Civil Engineering Consultants to provide the site and utility design for the proposed Sea Land facilities. It is our understanding that major site and utility improvements will be constructed under the following project; "Construction of Container Yards at Pier 51 and CY-8." We have recently completed a study for Sea Land and the attached Exhibit "A" indicates the proposed utility connections required.

We would like to request if it is possible for a construction change order to be initiated to install the following utility laterals under the "Container Yards Project"; (a) 60 lineal feet of 4-inch PVC sewer lateral and (b) approximately 190 lineal feet of 2-inch copper water line. This will eliminate the need to retrench and repave when SeaLand facilities are installed. It is our understanding that SeaLand is willing to reimburse the State for the necessary utility work.

Your expeditious consideration of this request would be very much appreciated. Please feel free to contact us at 942-0066 should there be any questions.

Very truly yours,

HIDA, OKAMOTO & ASSOCIATES, INC.



Alan T. Okamoto, P. E.  
Vice President

cc: Awa & Associates,  
Mr. Ron Awa

**FILE COPY**

**SPECIAL MANAGEMENT AREA USE PERMIT  
ENVIRONMENTAL ASSESSMENT FOR  
SEA-LAND SERVICE, INC.**

October 9, 1990

Prepared by  
Awa & Associates  
1831 Young Street, Ground Floor  
Honolulu, Hawaii 96826  
(808) 955-0747

Special Management Area Use Permit  
Environmental Assessment for  
SEA-LAND SERVICE, INC.

I. GENERAL INFORMATION

- A. APPLICANT: Sea-Land Service, Inc.  
Pier 51-A Sand Island  
P. O. Box 1420  
Honolulu, Hawaii 96806  
Telephone: (808) 842-5332
- B. RECORDED FEE OWNER: State of Hawaii  
Department of Transportation  
Harbors Division  
79 So. Nimitz Hwy.  
Honolulu, Hawaii 96813
- C. APPLICANT: Awa & Associates  
1831 Young Street, Ground Floor  
Honolulu, Hawaii 96826  
Telephone: (808) 955-0747
- D. TAX MAP KEY: 1-5-041:111, 111P, 126, 307
- E. LOT AREA:

<u>TMK</u>	<u>Description</u>	<u>Area</u>
1-5-041-126-0007	Crane/Marine Off. Complex	2,400 s.f.
1-5-041-307-000	Adm. Office Trailer	1,404 s.f.
1-5-041-111P	Sales Office Trailer	1,040 s.f.
1-5-041-111	Parcel I - Gate Complex	20,300 s.f.
	Parcel II - Garage/Off.Bldg.	10,200 s.f.
	Easement - Cesspool	200 s.f.
	Easement II - Crane Area	133,640 s.f.

F. AGENCIES CONSULTED IN MAKING ASSESSMENT:

State of Hawaii, Dept. of Transportation, Harbors  
Division and City and County of Honolulu,  
Department of Land Utilization

Attached copies of related correspondence are  
included as Appendix A.

G. MISCELLANEOUS REFERENCES

An environmental assessment for similar container yard improvements for the Matson Terminal, Inc., at Piers 51-B, 52 and 53, located adjacent to the proposed Sea-Land Service, Inc. facility expansion was recently made. Under a study entitled, "Matson Container Yard Improvements, Environmental Assessment", a negative declaration was issued in April of 1990. General information contained therein deemed applicable to Sea-land's proposed project has been included in this environmental assessment document.

II. DESCRIPTION OF PROPOSED ACTION

Objective:

The proposed improvements are intended to upgrade the container yard/support facilities along Piers 51-A to better serve the public. The container handling facilities are an integral part of the shipping industry in Hawaii. Since approximately 80% of all products (energy, food, and goods) must be shipped from the mainland United States or other overseas areas, improvements to these facilities represent an essential upgrade. Central to the improvements is a new office building which will provide physical accommodations for administrative functions now contained within inadequate facilities elsewhere on the site.

Other improvements will include alteration to the interior of an existing maintenance building and the addition of a gate and guard house.

A separate project entitled, "Construction of Container Yards at Pier 51 and CY-8" under the jurisdiction of the State Department of Transportation, Harbors Division is currently underway. The project will implement site improvements affecting Sea-Land facilities including concrete sidewalk curbs and gutters along Road 'A' fronting the office building site, off-street parking for the office building and concrete curbing delineating an 80-foot by 120-foot building pad area. Also included in this project are container yard pavement improvements.

A. GENERAL DESCRIPTION:

The container yard utilized by Sea-Land Service, Inc., is located along Pier 51-A on the north-western portion of Sand Island, Oahu. It is

accessible by Sand Island Parkway, an extension of Sand Island Access Road which intersects with Nimitz Highway. The project is adjacent to Matson container yard facilities occupying Piers 51-B, 52 and 53. See Figure 1.

The proposed project involves facilities expansion for Sea-Land Service, Inc. at Pier 51-A, Sand Island. Expansion of facilities include construction of a new two-story, 10,000-square foot office building, a new 300-square foot gate house and a new 50-square foot guard house. At present, an existing one-story, 9,600-square foot maintenance building houses Sea-Land's container yard office and maintenance facilities. Interior alteration to approximately 4,800 square feet to the building's interior is proposed to provide improved maintenance support facilities.

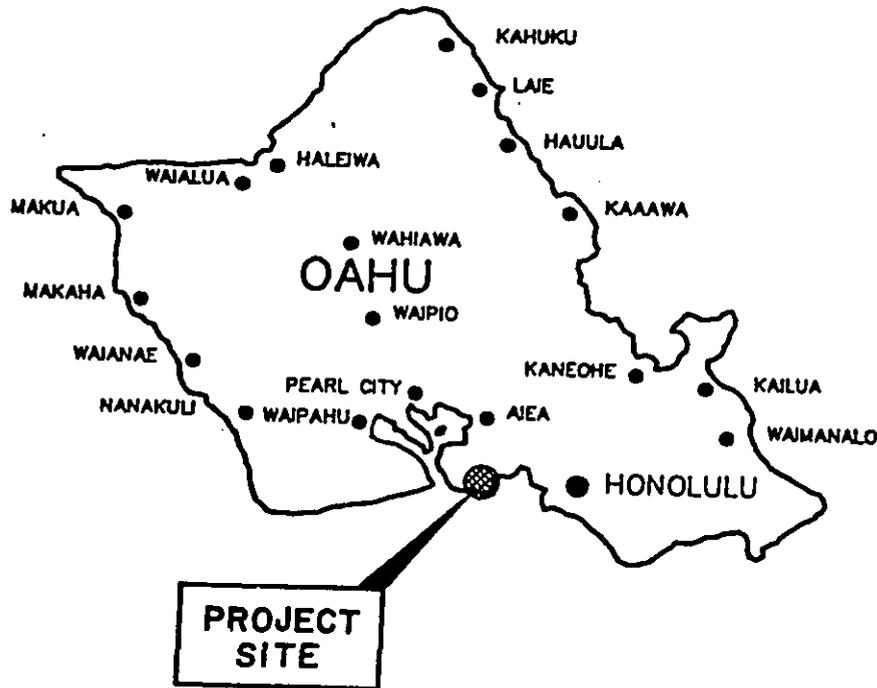
A major portion of the property lies within the Special Management Area as indicated on Figure 2. With the exception of the need for an SMA environmental assessment and permit, no other special land use approvals are required.

**B. TECHNICAL CHARACTERISTICS**

The drawings included as part of this environmental assessment application graphically depict the improvements being proposed.

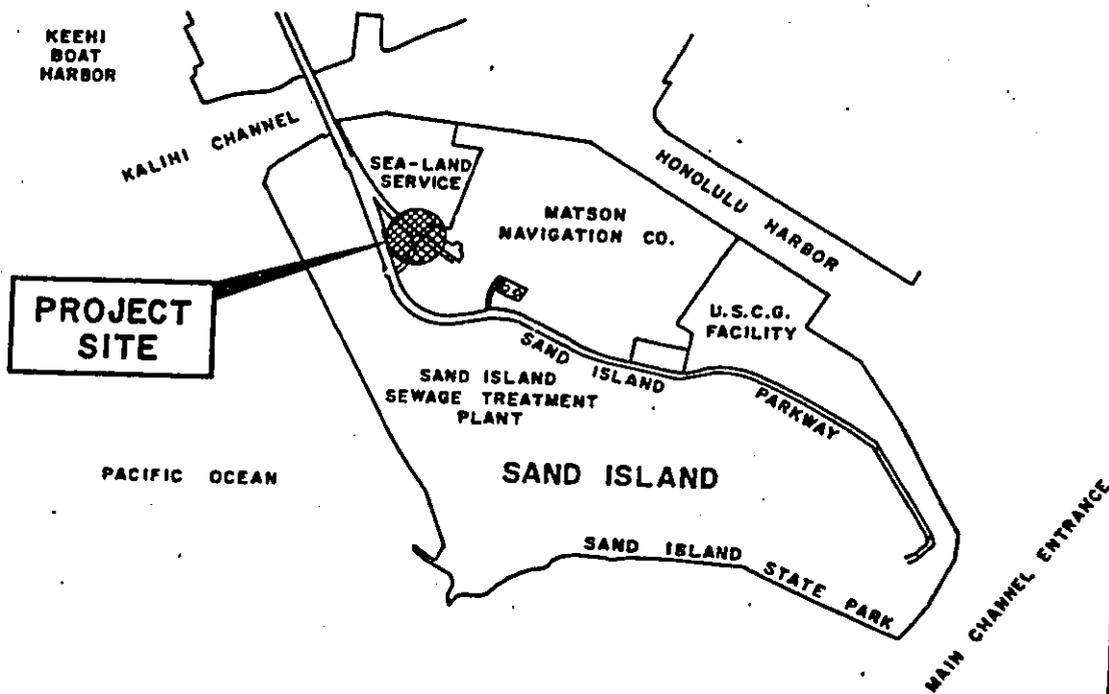
**1. New Office Building**

Sea-Land Service, Inc., propose to construct a new two-story, 10,000-square foot office building to be located at the immediate entrance to Pier 51-A. Access shall be off of Road 'A' which leads to Pier 51-A from Sand Island Parkway. The 50' x 100' building is of steel and masonry construction, capped with a hip roof design. The height from ground floor to the roof eave is approximately 22 feet with an overall building height to the roof ridge of approximately 36 feet. The site of this office building is presently vacant. The building is sited to facilitate vehicular access without disruption to the pier operations while providing visual surveillance of pier activities from the building.



LOCATION MAP

NO SCALE



VICINITY MAP

NO SCALE

FIGURE 1

HONOLULU

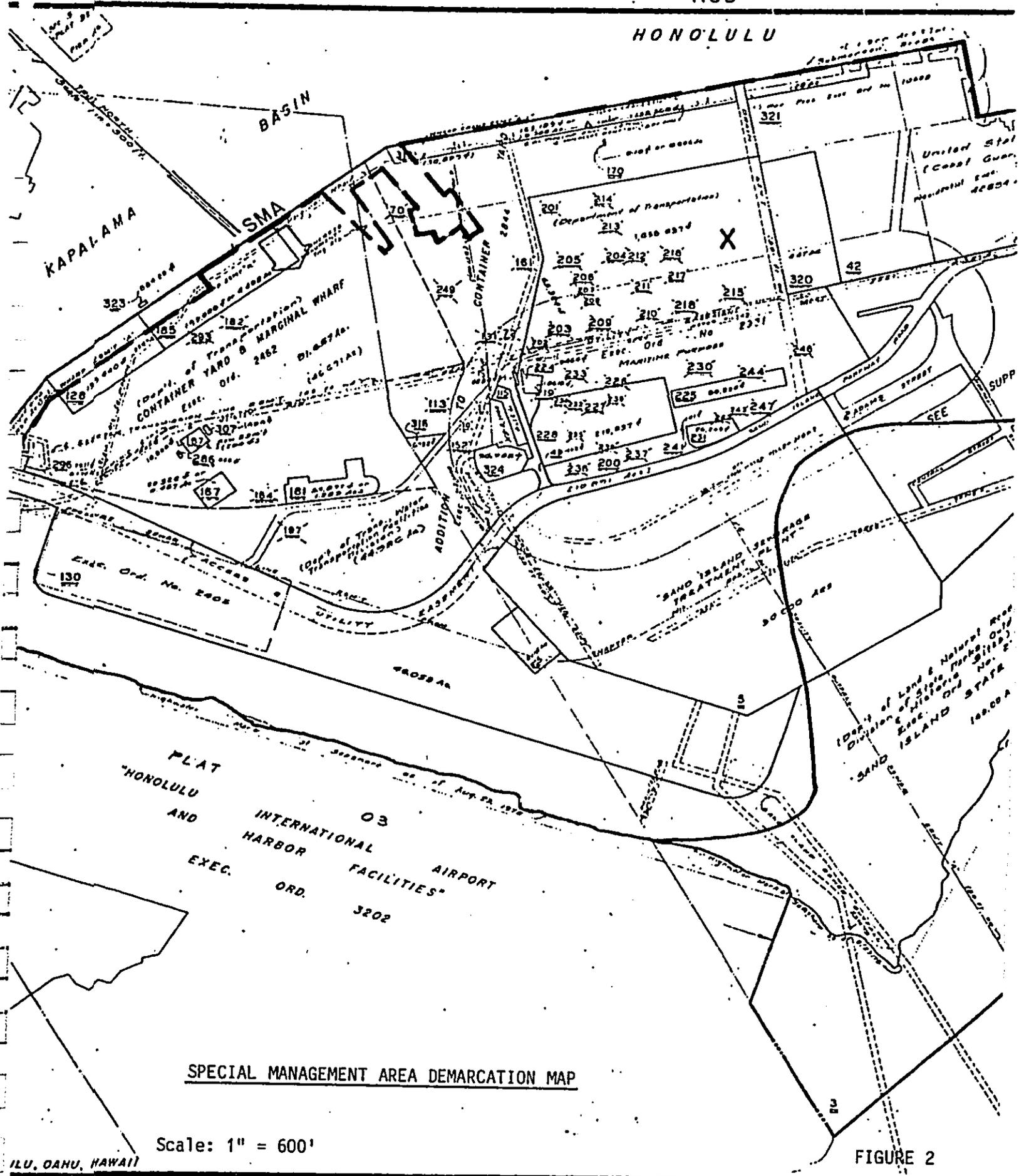


FIGURE 2

2. Existing Maintenance Building

Part of an existing one-story, pre-engineered metal building presently houses administrative offices for the pier operations. These offices will be relocated to the new office building and interior alteration to the building is proposed.

3. Gate House and Guard House

The addition of a new 300-square foot gate house and 50-square foot guard house is also proposed as part of pier operational and security improvements.

4. On-Site Improvements

Additional on-site improvements are to be provided by the State of Hawaii, Department of Transportation, Harbors Division. These include off-street parking for the office building, a building pad and container yard improvements. Arrangements for the design and construction of these improvements are being administered by the State Harbors Division. Utility provisions to the building site remains the responsibility of Sea-Land Service, Inc. Except for utility provisions, the proposed improvements will require little in the way of site preparation, i.e., demolition, clearing, grubbing or grading. As mentioned, the office building pad and adjacent off-street parking will be provided by the State of Hawaii under separate construction arrangements. The remaining improvements occur within the existing maintenance structure or, in the case of the gate and guard houses, will be located at existing a.c. paved areas.

A general utility plan is indicated in Figure 3. The existing Sea-Land office is connected to an existing 16-inch water main with a 2-inch and 1-1/2-inch water lateral. An existing 1-1/2-inch water meter is provided. The existing 1-1/2-inch meter can provide up to 100 gpm.



# CORRECTION

THE PRECEDING DOCUMENT(S) HAS  
BEEN REPHOTOGRAPHED TO ASSURE  
LEGIBILITY  
SEE FRAME(S)  
IMMEDIATELY FOLLOWING

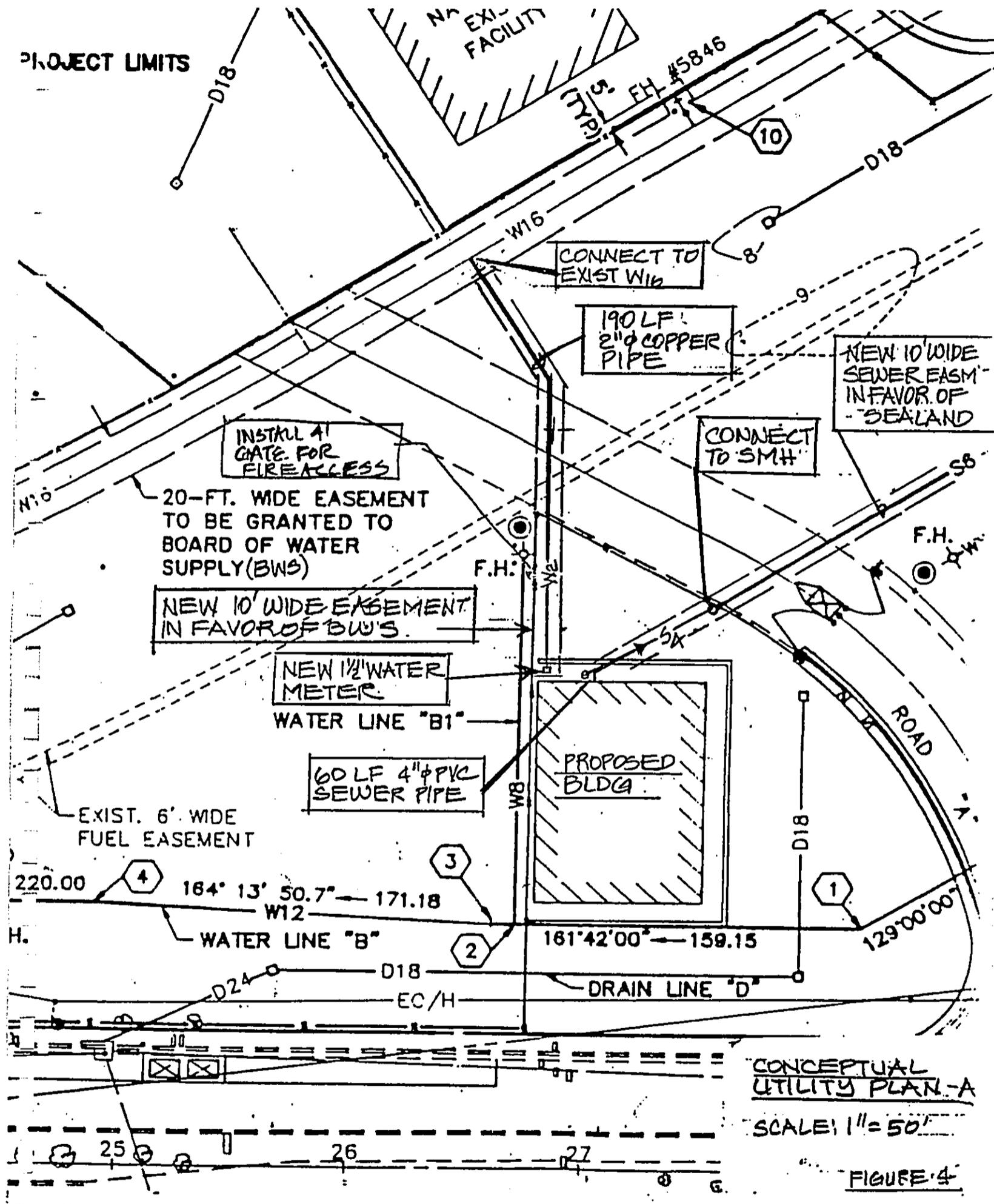


The proposed new domestic water connection is indicated in Figure 4. It is proposed to connect a new 2-inch copper lateral approximately 190 lineal feet to the existing 16-inch water main. A new 1-1/2-inch meter will be provided (subject to verification of Mechanical plumbing demand). A 10-foot wide water easement can be granted to the Board of Water Supply.

Sanitary sewer line can be connected to an existing sewer manhole located in the parking area. Approximately 60 lineal feet of 4-inch PVC sewer pipe will be required. A new easement will be required, (See Figure 4). The sewer line to be constructed under the Container Yard Project also services Matson and is a "private" system connecting to the City and County System.

Under the State's project, new fire lines are being installed with fire hydrants. The nearest fire hydrants are within the fenced area and will be unaccessable by the Fire Department from the Sea-land parking area. Also, under this project, the adjoining area will be paved with a 4-inch asphalt over 8-inch base course. Utility connection for the Sea-Land project will require saw-cut/removal of pavement and repaving of the new utility trenches unless the State Harbors Division will allow for Sea-Land's utility laterals to be provided under their project.

Electrical service to the new office building and other improvements will be received from an existing primary power utility (HECO) handhole. A service request will be made to the utility company (HECO) for electrical power to be supplied at 208Y/120 volts, 3 phase, 4 wire. The utility company (HECO) will provide and install the pad mount transformer, all primary cables, all secondary cables to the meter loop, and all duct work from the HECO handhole to 6" before the property lines. The Owner will provide the ductlines from 6" in front of the property to the transformer, and from the transformer to the electrical service



elevation. The meter loop will be mounted on the outside of the building. This will consist of a meter socket and main breaker, due to the corrosiveness of salt air by the sea. The customer will also provide the transformer concrete pad. All installations will abide by HECO standards.

Refuse disposal will continue to be handled by a commercial refuse firm, with collection on a weekly basis.

C. ECONOMIC AND SOCIAL CHARACTERISTICS

Since approximately 80% of all products (energy, food, and goods) must be shipped from the mainland United States or other overseas areas, State residents depend on Honolulu Harbor's container handling facilities. Hawaii's agricultural economy also depends on these facilities for the exportation of its local products (pineapple, sugar, etc.). Sea-Land's entry into the islands' shipping industry and the proposed improvements are in response to the statewide growth in population and the additional and projected demands in goods resulting from this growth. The improvements, however, are not anticipated to impact the population of Sand Island's neighboring areas. The general vicinity shall remain in industrial use.

The estimated preliminary cost for the construction of the improvements is \$1,500,000 with an estimated construction period of 8 to 10 months.

D. ENVIRONMENTAL CHARACTERISTICS

The Honolulu Harbor complex is located within the narrow coastal plain of Oahu's south central coast, geologically referred to as the Honolulu Plain. This plain and much of the rest of Oahu's southern edge is underlain by a broad elevated coral reef, covered by alluvium carried down from the mountains. Prior to dredging and filling of Honolulu Harbor, the Sand Island area originally consisted of marginal lands; mainly submerged coral reefs, mudflats, and islands of varying sizes, shapes, and elevations. In 1926, Honolulu Harbor acquired its present day dual entrance and crescent shape configuration when the two channels were dredged by private interests. Sand Island was created by the incremental deposit of dredged

material from Honolulu Harbor and Keehi Lagoon onto a shallow reef.

A soils investigation report for the project site is ongoing; however, research into available information reveals that the general surface and substrata soils of the area consist mainly of fill material from past dredging operations. This material is characterized by silty sand and coral gravel which has a high porosity and permeability. The Land type is classified as fill land, mixed (FL) and is used for urban development including airports, housing areas, and industrial facilities.

The project site is relatively flat and largely paved in asphaltic concrete. Water erosion hazard is slight although wind erosion is a consideration where vegetation or pavement is not in place. At present, this area is limited to the site of the proposed office building which is exposed coral fill and which, upon completion, will be completely protected by building area, pavement and landscaping.

Storm runoff is by surface flow into the site drainage system which deposits it into Honolulu Harbor.

According to the Flood Insurance Rate Map affecting the Federal FIRM Zone and LUO Flood hazard district classification, the project site is designated as Zone X, areas determined to be outside 500-year flood plain and not in any flood hazard area.

### III. AFFECTED ENVIRONMENT

#### A. SURROUNDING LAND USE

Sand Island is a man-made island centrally located within the Honolulu Harbor complex on the southeast coast of Oahu. Sand Island shelters the harbor from the open sea and is connected to the Kapalama Peninsula by a bridge at the island's western end. Sea-Land's handling facilities occupy the island's northwestern portion. Located opposite Sand Island are port facilities as Fort Armstrong, the downtown waterfront area, Iwilei, Waiakamilo, and Mokauea. The harbor is fringed by an industrial belt extending from the Fort Armstrong Peninsula to the Kapalama Peninsula. Honolulu Harbor has one entrance channel. The Fort Armstrong entrance channel lies to the east of Sand Island and extends to the main harbor basin. The Kalihi Channel lies to the west of Sand Island and extends to the Kapalama Basin. It is used as an auxiliary accessway to the Harbor for small boats since the bascule bridge has been in a fixed position for years. Land uses surrounding the project area include the U.S. Coast Guard station, light industrial activities such as auto wrecking and storage yards, the sewage treatment plant, and Sand Island State Park.

Sea-Land facilities occupy Pier 51-A. Immediately adjacent Piers 51-B, 52 and 53 are occupied by the Matson container yard and office building facilities.

The Development Plan land use is Commercial. The site is zoned Industrial I-3.

#### B. CLIMATE

The climate of Sand Island is typical of the leeward coastal lowlands of Oahu. The area is characterized by abundant sunshine, persistent tradewinds, relatively constant temperatures, moderate humidity, and infrequent severe storms. Rainfall averages 20 to 25 inches a year, about 50% of which occurs from December through February.

Sand Island has a dry climate, flat terrain, and highly porous soils. Surface runoff conditions are not a serious problem. Even during heavy

on Sand Island, two nearby streams discharge into Honolulu Harbor. The Kapalama Stream discharges into Kapalama Basin and the Nuuanu Stream discharges into the main harbor basin.

C. RECREATION

Many recreational opportunities are available along the south shore area of Sand Island. Most recreation occurs at Sand Island Park, a developed park occupying 87 acres of land owned and managed by the State Department of Land and Natural Resources, Division of State Parks, Outdoor Recreation and Historic Sites. The nearshore waters around Sand Island offer recreational activities such as sailing and boating, water skiing, surfing, sunbathing, fishing, limu (seaweed) gathering, snorkeling and swimming.

Sand Island supports a large recreational fishery, consisting mainly of pole fishing and occasional spearfishing. Honolulu Harbor is used as a bait fishery (nehu) for the Skipjack tuna fleet.

There are no recreational resources in the harbor fronting the container yard as this is a staging area for ship loading and unloading.

D. PUBLIC SERVICES

There are seven fire stations within a two-mile radius of the Sand Island project area. However, access is limited to the Sand Island Access Road via the new two-lane bridge and the two-lane John H. Slattery Bascule Bridge. Within the immediate vicinity are the Kalihi-Kai Station (Pier 40) and the Waterfront Station (Pier 15). There is also an 110-foot long, 126-ton fireboat funded by the State and operated by the City and County of Honolulu stationed at Pier 15.

The project site is within Police Beat 30 of the Honolulu Police Department which includes Sand Island and the Iwilei District. HPD provides 24-hour service and regularly patrols the Sand Island area. Patrol officers assigned to the beat are stationed at the Kalihi substation. Also, the State has a Harbor Police force stationed at Pier 10. They also provide 24-hour service and patrol the harbor area from Kewalo Basin to Pier 52 at Sand Island. The Honolulu Harbor Operations

Control Center at the Aloha Tower coordinates at Harbor Police and fire activities.

E. FLORA AND FAUNA

Vegetation in the Sand Island area is influenced by low rainfall, saline soil, the man-made origin of the area and the high degree of development and human activity. Consequently, only a limited variety of plant life can be found; plants characterized as drought resistant, highly salt tolerant, and hardy in dry areas. No Federal or State listed or candidate threatened or endangered plant species are currently found on any areas of Sand Island.

The inland portions of Sand Island are dominated by haole koa shrubs (*Leucocephala leucaena*) and kiawe trees (*Prosopis pallida*). The seaward areas have large sections of dry, brown desmanthus (*Desmanthus virgatas*) which grow several feet tall. Patches of sourbrush (*Pluchea odorata*) and Indian pluchea (*Pluchea indica*), opiuma (*Pithecellobium dulce*) and ironwood trees (*Casuarina equisetifolia*) are scattered throughout the area. Three species of grass exist; manila grass (*Zoysia Metralla*), star grass (*Chloris divarcata*), and swollen finger grass (*Chloris inflata*).

The project site is largely paved with areas of exposed coral fill. No significant stands of vegetation are present.

Wildlife on Sand Island is limited to mammals and birds which have adapted to the urban environment. Mongooses, rats, mice, feral dogs and cats are common. Most of the existing wildlife can be found in the under utilized and more heavily vegetated areas of the island. A variety of migratory shore birds frequent Sand Island, especially the seaward shore areas. No Federal or State listed or candidate threatened or endangered bird species are known to inhabit Sand Island.

Due to extensive paved areas and exposed coral fill at the project site, habitats for wildlife are scarce.

F. HISTORIC, CULTURAL AND ARCHAEOLOGICAL RESOURCES

Most of Sand Island is composed of dredging material from past improvements to Honolulu Harbor in the early 1900's and the seaplane runway in the early 1940's. Because Sand Island is manmade, it is highly unlikely that there are areas of archaeological significance. There are no known archaeological sites or buildings, structures or other manmade features of historical significance on the container yard site.

G. COASTAL VIEWS

Coastal views from the project site and Sand Island Parkway consist of the industrial belt that fringes Honolulu Harbor, the port facilities opposite Sand Island and the downtown waterfront area.

IV. PROJECT IMPACTS

A. Short-term impacts are those resulting from and limited to the construction phase of the project. Provisions to minimize these impacts will be made.

1. Dust

Site preparation work may generate dust, particularly under dry and windy conditions, but is expected to be minimal due to the prepared site improvements to be delivered by the State of Hawaii project. Appropriate mitigative measures such as spraying or sprinkling the soil with water will be implemented as warranted to minimize dust-related problems.

2. Noise

Noise will be generated on the construction site by equipment such as pile driving equipment, concrete trucks and material delivery vehicles. Because the area is heavily industrial, residences will not be affected.

3. Traffic

Impacts of construction upon traffic are not anticipated to be significant. Construction equipment and vehicles will enter and exit the project area from Nimitz Highway, Sand Island Access Road, and Sand Island Parkway Road. Other than during peak traffic hours, this activity should not adversely impair traffic flow along these roadways. To minimize potential impacts, all movement of heavy construction vehicles will be scheduled to avoid peak traffic hours. If necessary, flagmen will be employed to ensure traffic safety.

4. Public Safety

Necessary measures to assure public safety will be implemented throughout all phases of construction. When construction is not ongoing (nights, weekends and holidays), construction areas will be secured by adequate safety signs, signals and/or other safety devices as required by State and County regulations.

B. LONG-TERM IMPACTS:

1. Recreation

Inasmuch as the project site and the affronting harbor are not used for recreational purposes, no recreational impacts are anticipated.

2. Aesthetic

The new office building will be visible from Sand Island Parkway which provides the sole vehicular access to Sand Island. The structure is limited to two stories as is it's neighboring Matson counterpart.

The use of exterior architectural reliefs and features will fracture the continuous wall lines and offer elements of scale and proportion. The use of a hip roof design provides for volume within the structure to conceal needed mechanical equipment while offering a simple and aesthetically pleasing roofline.

REFERENCES:

Matson Container Yard Improvements, Environmental Assessment and Negative Demarcation, April 1990.

MacDonald, Gordon A. & Abbott, Agatin T.; Volcanoes in the Sea; University of Hawaii Press; Honolulu Hawaii; 1970; p.353.

Aotani and Oka Architects, Inc.; Final Environmental Impact Statement for Sand Island State Park; Division of State Parks, Outdoor Recreation and Historic Sites; Honolulu, Hawaii; January 1975.

Soil Conservation Service, U.S. Department of Agriculture, Soil Survey of islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii, in cooperation with the University of Hawaii Agricultural Experiment Stations; Washington, D.C.; August 1972.

APPENDIX A

JOHN WAIHEE  
GOVERNOR



EDWARD Y. HIRATA  
DIRECTOR

DEPUTY DIRECTORS  
DAN T. KOCHI (PRIMARY)  
RONALD N. HIRANO  
JEANNE K. SCHULTZ  
CALVIN M. TSUDA

IN REPLY REFER TO:

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION  
79 SO. NIMITZ HWY. • HONOLULU, HAWAII 96813-4808

September 10, 1990

HAR-PM 6441.91

Mr. Paul S. Morimoto, P.E.  
Ernest K. Horita & Associates, Inc.  
Soils and Foundation Engineering  
P. O. Box 1028  
Aiea, Hawaii 96701-1028

Dear Mr. Morimoto:

Subject: Right-of-Entry for Soil Test Borings

Your request to conduct soil test borings within the site of the proposed office building for Sea-Land Services, Inc. is being processed. We anticipate approval of your request by the Board of Land and Natural Resources during its scheduled meeting on September 28, 1990.

The Right-of-Entry document will be submitted to your office for execution upon approval as to form by our Legal Section.

Should you have any questions, you may contact Mr. Artemio Delos Reyes, Property Manager, at 548-2525.

Very truly yours,

  
Calvin M. Tsuda  
Deputy Director for Harbors

RECEIVED  
SEP 12 1990

ERNEST HIRATA & ASSOCIATES, INC.

AUG 30 REC'D



ERNEST K. HIRATA & ASSOCIATES, INC.

Soils and Foundation Engineering

Mailing Address: P.O. Box 1028, Ala. Hawaii 96701-1028

99-1433 Koaha Place • Ala. Hawaii 96701 • Phone (808) 486-0787 • FAX (808) 486-0870

ERNEST K. HIRATA P.E.  
PAUL S. MORIMOTO P.E.  
DAVID M. KITAMURA P.E.  
JUNG K. KIM P.E.

August 28, 1990  
W.O.90-2031

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

Attention: Mr. Calvin M. Tsuda

Subject: Right of Entry for Foundation Investigation  
Sea-Land Service, Inc.  
Sand Island Terminal Expansion

We have been contracted by Sea-Land Services to perform a foundation investigation for their proposed office building, and therefore request a right of entry to perform our field exploration work. Our fieldwork will include drilling two borings to approximately 15 feet in depth. Enclosed is a site plan indicating the proposed boring locations.

Should you have any questions, please feel free to call on us.

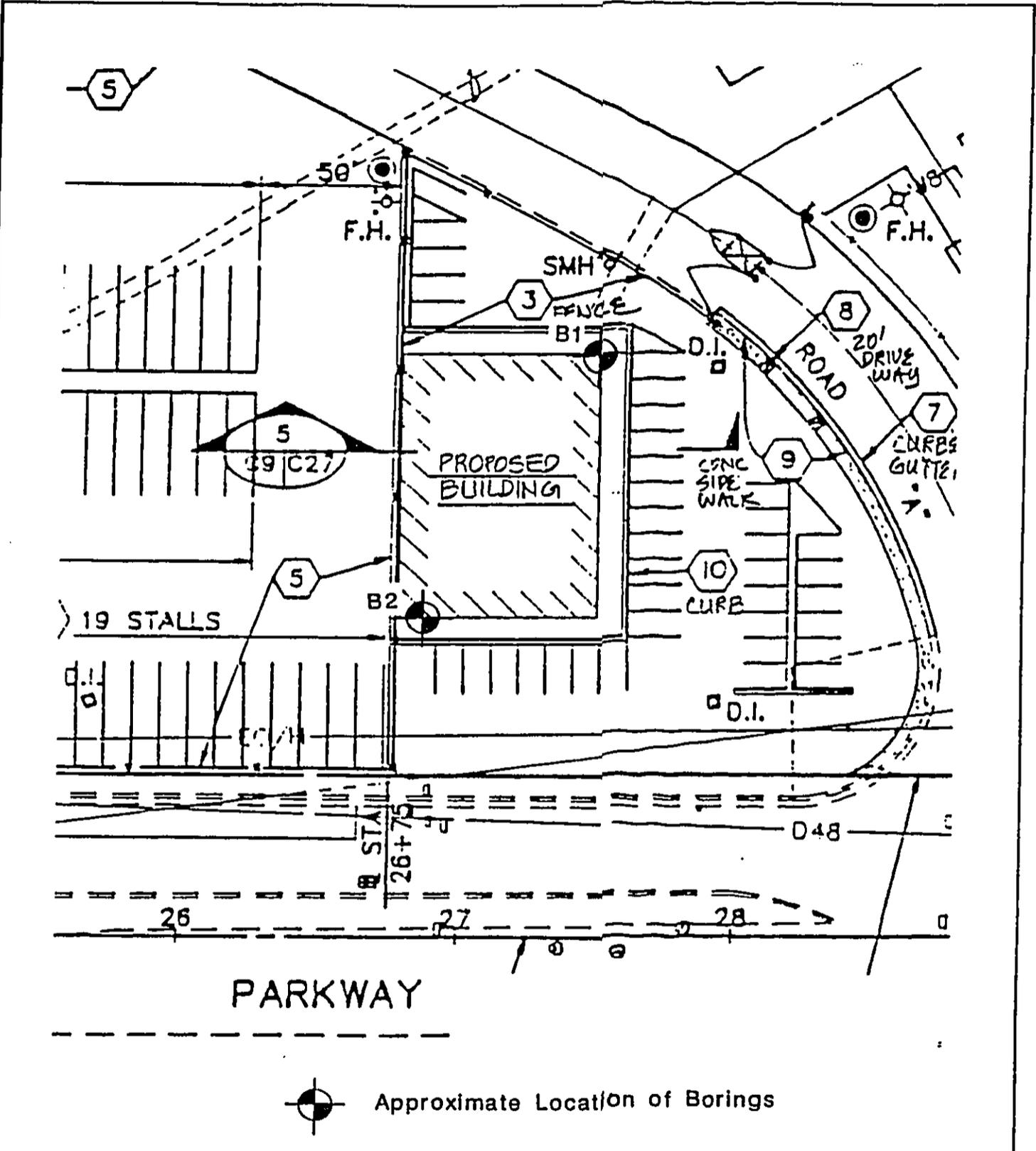
Very truly yours,

Ernest K. Hirata & Associates, Inc.

Paul S. Morimoto, P.E.

PSM:DSM:2031.001

cc: ~~Ernest K. Hirata & Associates~~



W.O. 90-2031	Sea-Land Service - Office Bldg.
ERNEST K. HIRATA & ASSOCIATES, INC.	SITE PLAN

JOHN WAIHEE  
GOVERNOR

RECEIVED  
JUN 28 1990



JUL 5 8 REC'D

EDWARD Y. HIRATA  
DIRECTOR

DEPUTY DIRECTORS  
DAN T. KOCHI (PRIMARY)  
RONALD N. HIRANO  
JEANNE K. SCHULTZ  
CALVIN M. TSUDA

HIDA, OKAMOTO & ASSOCIATES, INC.

IN REPLY REFER TO:

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION  
79 SO. NIMITZ HWY. • HONOLULU, HAWAII 96813-4898

June 21, 1990

HAR-ED 5170

Mr. Alan T. Okamoto, P. E.  
Vice President  
Hida, Okamoto & Associates, Inc.  
1440 Kapiolani Boulevard, Suite 915  
Honolulu, Hawaii 96814

Dear Mr. Okamoto:

Subject: Proposed Sealand Facility at Sand Island  
Job H. C. 1687

We have received your letter of June 13, 1990 regarding the inclusion of sewer and water lines for Sealand's facility under our Job H. C. 1687.

We have no objections to the installation of the lines as shown. However, due to the limited State funds available for contingencies, we prefer that you contract separately with our low bidder, Haitzuka Brothers, Ltd., after our contract is executed. The project has been awarded and our contract is expected to be executed in about a month.

The portion of the 2-inch waterline that is not within the area that is being leased to Sealand will require a separate easement from us. Also, approval from the Board of Water Supply for the tap into the 16-inch line will be required. Valve or meter boxes within the yard will be required to sustain loads from straddle carriers.

If there are any questions, please contact Mr. Tom Fujikawa of our Design Section at 548-2505.

Very truly yours,

  
Calvin M. Tsuda  
Deputy Director for Harbors

HIDA, OKAMOTO & ASSOCIATES, INC.  
CONSULTING ENGINEERS

HARVEY K. HIDA, P.E.  
ALAN T. OKAMOTO, P.E.

June 13, 1990

JUN 15 REC'D

Mr. David Higa, Chief  
State of Hawaii  
Department of Transportation  
Harbors Division  
79 S. Nimitz Highway  
Honolulu, Hawaii 96813

Dear Mr. Higa,

SUBJECT: Proposed SeaLand Facility at Sand Island

We have been retained as the Civil Engineering Consultants to provide the site and utility design for the proposed Sea Land facilities. It is our understanding that major site and utility improvements will be constructed under the following project; "Construction of Container Yards at Pier 51 and CY-8." We have recently completed a study for Sea Land and the attached Exhibit "A" indicates the proposed utility connections required.

We would like to request if it is possible for a construction change order to be initiated to install the following utility laterals under the "Container Yards Project"; (a) 60 lineal feet of 4-inch PVC sewer lateral and (b) approximately 190 lineal feet of 2-inch copper water line. This will eliminate the need to retrench and repave when SeaLand facilities are installed. It is our understanding that SeaLand is willing to reimburse the State for the necessary utility work.

Your expeditious consideration of this request would be very much appreciated. Please feel free to contact us at 942-0066 should there be any questions.

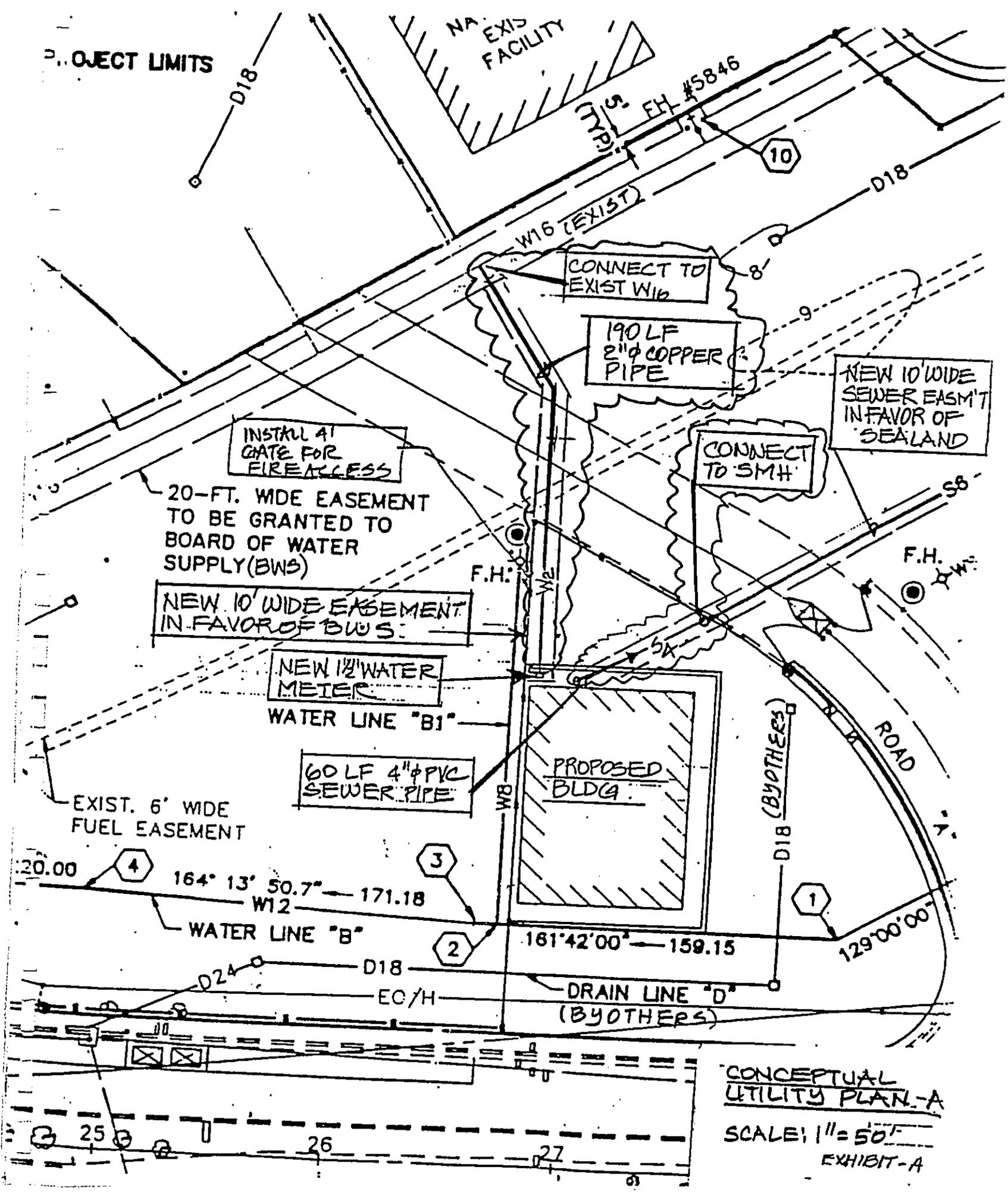
Very truly yours,

HIDA, OKAMOTO & ASSOCIATES, INC.



Alan T. Okamoto, P. E.  
Vice President

cc: Awa & Associates,  
Mr. Ron Awa



CONCEPTUAL UTILITY PLAN-A  
 SCALE: 1" = 50'  
 EXHIBIT-A