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GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

*Barbers Pt. Harbor Navigational
Lighting*

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
GLENN M. OKIMOTO
BRIAN K. MINAAI

IN REPLY REFER TO:

HAR-ED
4279.98

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June 17, 1998

OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

TO: GARY GILL, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
DEPARTMENT OF HEALTH

FROM: KAZU HAYASHIDA *K.H.*
DIRECTOR OF TRANSPORTATION

SUBJECT: FINDING OF NO SIGNIFICANT IMPACT FOR NAVIGATIONAL
LIGHTING ALONG NORTHWESTERN MARGIN OF BARBERS POINT
HARBOR, OAHU - JOB H. C. 1951

In accordance with ACT 241, SLH 1992, we have completed the formal Draft Environmental Assessment (EA) 30-day review period. We have not received any adverse comments and have provided clarification to OEQC's comments and questions. Therefore, we have determined that the project will not have a significant environmental effect; and thus, we are filing a Finding of No Significant Impact (FONSI). Please publish this notice in the July 8, 1998 OEQC Bulletin. ✓

Enclosed are the original and four (4) copies of the Final EA and a completed OEQC Bulletin Publication Form.

Should you have any questions, please have your staff contact Napoleon Agraan of our Harbors Division at 587-1956.

Enc. Project Description (Disk, File Name: 1951sum.WP6.0). Please Return.

c: Mr. Tim Higa - Ron Ho & Associates, Inc.

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1998-07-08-0A-*FEA*-Barbers Point Harbor

JUL 8 1998

Final

Navigationa*l* Lighting

FILE COP

Environmental Assessment

Prepared in Accordance with Requirements of Chapter 343, Hawaii Revised Statutes

**Navigationa*l* Lighting Along Northwestern
Margin of Barbers Point Harbor, Oahu
Job H.C. 1951**

BARBERS POINT, ISLAND OF OAHU, STATE OF HAWAII

JUNE 1998

PREPARED FOR:

State of Hawaii
Department of Transportation
Harbors Division
869 Punchbowl Street
Honolulu, Hawaii 96813

RMTC

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420 Waiakamilo Road, Suite 411
Honolulu, Hawaii 96817-4941
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ENVIRONMENTAL ASSESSMENT

Navigational Lighting Along Northwestern Margin of Barbers Point Harbor

Job H.C. 1951

**BARBERS POINT, OAHU
HAWAII**

JUNE 1998

PREPARED FOR:

State of Hawaii
Department of Transportation
Harbors Division
869 Punchbowl Street
Honolulu, Hawaii 96813

PREPARED BY:

R.M. Towill Corporation
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PROJECT SUMMARY

Project: Navigational Lighting Along Northwestern Margin of
Barbers Point Harbor

Sponsoring Agency: State of Hawaii,
Department of Transportation, Harbors Division

Agent: R.M. Towill Corporation
Contact: Colette Sakoda (Project Manager)
Address: 420 Waiakamilo Road, Suite 411
Honolulu, Hawaii 96817-4941
Telephone: (808) 842-1133

Approving Agency: State of Hawaii
Department of Transportation, Harbors Division

Tax Map Keys: TMK 9-1-14: 8

Location: Barbers Point, Island of Oahu, State of Hawaii

Owner: State of Hawaii,
Department of Transportation, Harbors Division

Zoning: I-3 (Waterfront Industrial)

Existing Land Use: Harbor

**State Land Use
Designation:** Urban

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SECTION 1 PROJECT BACKGROUND

1.1 BACKGROUND

The Department of Transportation (DOT), Harbors Division, proposes to develop a new navigational lighting system along northwestern margin of Barbers Point Harbor, Oahu, Hawaii, and to upgrade the existing navigational lights at the entrance to the harbor. The project involves construction of new navigational lighting system and extension of electrical services from the existing infrastructure on Kekai Place in West Beach Estate to the new system.

State of Hawaii funds are being utilized for this improvement project. Due to the use of state funds for development, this project is subject to Chapter 343, Hawaii Revised Statutes, pursuant to Chapter 200, Title 11, Hawaii Administrative Rules, as amended. This Environmental Assessment is being prepared to address the environmental impacts anticipated for this project.

1.2 PURPOSE AND OBJECTIVES

The purpose of this project is to provide a new navigational lighting system along the northwestern margin of Barbers Point Harbor and to upgrade the existing navigational lights at the entrance to the harbor. Barbers Point Harbor is the second deep-draft commercial harbor on Oahu, and is located near an industrial park on the leeward end of Oahu. According to the "Honolulu Waterfront Master Plan," 1989, Barbers Point Harbor was identified as the potential site "to accommodate the relocation of selected maritime operations (particularly bulk cargo shipping) from Honolulu Harbor." The "2010 Master Plan for Honolulu Harbor," 1986, also addressed the need to expand the capacity of Barbers Point Harbor as a necessary supplemental facility to Honolulu Harbor.

Barbers Point Harbor is currently undergoing pier and basin expansion to accommodate projected cargo operations. Traffic to and from the harbor facility is anticipated to increase as a result of on-going harbor expansion. The project will provide the improvements necessary to handle

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increased harbor traffic more efficiently. The proposed electric power system will serve the entrance channel and northwestern margin of the harbor.

The project will be entirely State-funded. Overall construction is estimated at 8 months. The estimated cost of the project is \$1,000,000.

1.3 PROJECT LOCATION AND DESCRIPTION

The proposed project involves infrastructure improvement for Barbers Point deep draft Harbor. The harbor is located in an industrial area along the southern portion of the Waianae Coast on the leeward side of Oahu (Figure 1). The harbor has access through Interstate Highway H-1 and Farrington Highway. The harbor is located approximately fifteen (15) miles west of Honolulu Harbor and twenty (20) road miles from downtown Honolulu.

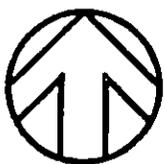
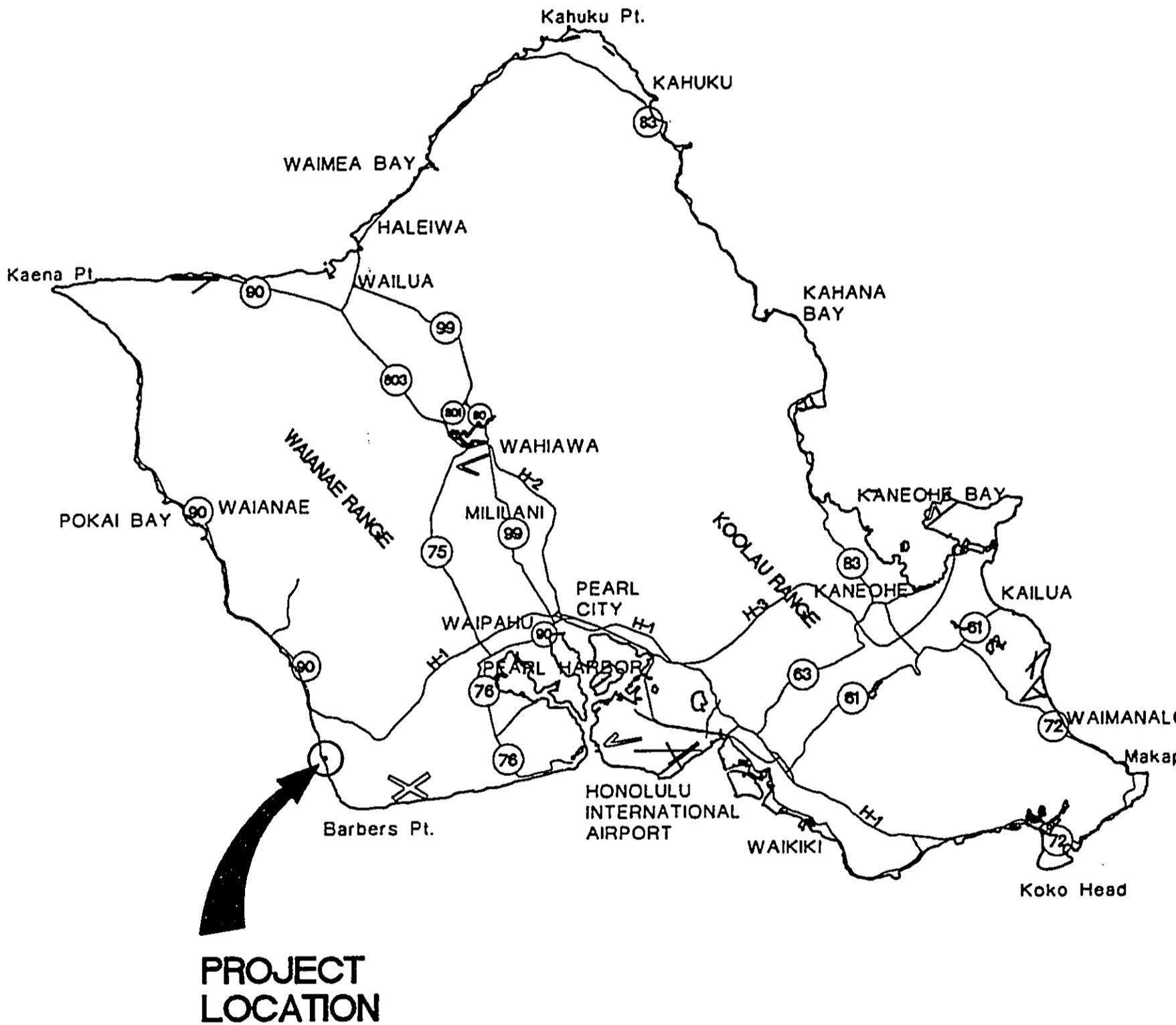
A majority of the project will be constructed on State lands (TMK 9-1-14: 8). Small portions of the adjacent private properties will be encompassed. The total length of the proposed electrical lines will be approximately 2,500 lineal feet.

1.3.1 Source of Primary Power

The proposed lighting system obtains HECO power from West Beach Estates by connecting a new underground duct/manhole system to an existing 3' x 5' handhole on Kekai Place. The new duct/manhole system must run through properties owned by Ko Olina Resort West Beach Estate and the Estate of James Campbell before reaching DOT Harbor property (Figure 2).

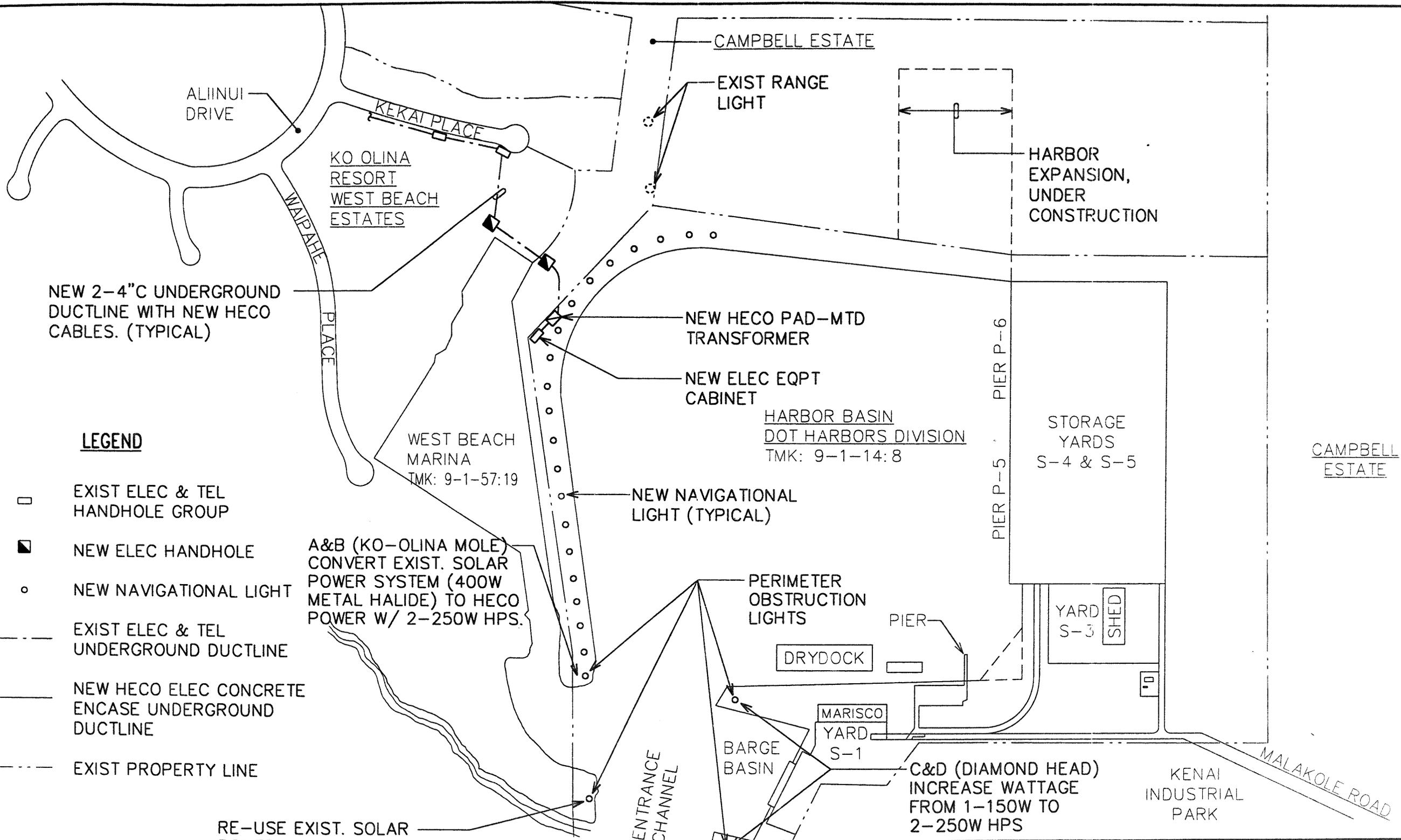
The new duct/manhole system will run along a dirt road through Ko Olina Resort West Beach Estate and the Estate of James Campbell via a temporary easement before reaching DOT Harbor property. The project will require trenching to install the electrical lines underground. A typical electrical trench will be 30-inch deep and 15-inch wide.

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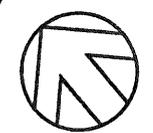
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Figure 1
LOCATION MAP
Barbers Point Harbor
ISLAND OF OAHU
HAWAII



LEGEND

- EXIST ELEC & TEL HANDHOLE GROUP
- NEW ELEC HANDHOLE
- NEW NAVIGATIONAL LIGHT
- - - EXIST ELEC & TEL UNDERGROUND DUCTLINE
- NEW HECO ELEC CONCRETE ENCASE UNDERGROUND DUCTLINE
- - - EXIST PROPERTY LINE



NOT TO SCALE

Figure 2
ELECTRICAL SITE PLAN
Barbers Point Harbor
ISLAND OF OAHU
HAWAII

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The proposed lighting system allows to bring electric power without having permanent power installed through DOT Harbors property. This source of power will be used on a temporary basis for a maximum of 5 years, after which time the permanent primary power system will be provided in DOT Harbors property.

The State DOT Harbors Division has obtained approval through West Beach Estates and Estate of James Campbell for installation of new HECO underground electrical lines. Since Kekai Place is not yet a dedicated Right-of Way (ROW), DOT is currently working with HECO to determine if they already have an electric easement for those lines. The current ownership of the project area in relation to the proposed alignment is shown on **Figure 2**.

When temporary easements are granted, DOT Harbors Division can energize the navigational lights from West Beach until Barbers Point Harbor is further developed. Therefore, at a later date, the navigational lights could be transferred to the DOT Harbor electrical utility system. A future project will be required to remove the temporary electrical service and connect the navigational lighting system to DOT Harbors power system when it is extended to the northern area of the harbor.

1.3.2 Navigational Lighting

Lighting of Northwestern Margin (Mole):

The northwestern margin (mole) will be illuminated to increase visibility from the ship and prevent ships from hitting the mole. Illumination will be accomplished by using 250W floodlights mounted on concrete poles at a mounting height of thirty (30) feet above the coral roadway. Each pole will have two (2) floodlights.

Spill lighting from the floodlights will be used to illuminate the coral access road on the mole. The existing solar powered 400W metal halide pole-mounted floodlight at the point of the mole will be replaced with the two (2)-250W HPS floodlights mounted on a

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concrete pole. The existing floodlight, pole, solar panels, batteries and inverter will be salvaged and used as spare parts. Floodlights will be controlled by a "time switch".

Lighting of Diamond Head Side of Entrance Channel:

The two existing post top mounted 150W HPS area lights will each be replaced with two (2) concrete poles, each having two (2)-250W HPS floodlights to increase visibility of the Diamond Head side of the Entrance Channel.

Lighting of Ko Olina Mole:

The existing 400W metal halide pole-mounted floodlight at the point of the Ko Olina Mole will be replaced with two (2)-250W HPS floodlights to increase visibility of the mole.

The new floodlights will be reconnected to the existing solar power system. The existing solar power system has an enough output capacity (1,200W) to accommodate the two (2) new 250W HPS floodlights.

The floodlights will be designed so that the lights can be adjusted if there is too much glare for the ship. Fixtures will be mounted at thirty (30) feet above finished grade. Concrete poles and foundations will be designed to withstand 80 mph sustained winds. A typical foundation for lighting poles will be 22-inch diameter and 6-foot below grade.

1.3.3 Secondary Power Distribution

Secondary power for the new lighting system at the Northwestern Margin will be obtained from a new HECO pad-mounted transformer that will be mounted on DOT Harbors property.

Secondary power will be run from the transformer to a stainless steel distribution equipment cabinet and distributed to the lights via cables in an underground duct and handhole distribution system. The distribution equipment cabinet will contain the meter socket, panelboard, lighting contactor, and time switch.

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Secondary power for the new replacement lighting system on the Diamond Head side of the Entrance Channel will be obtained from the existing power system. It will be distributed to the lights via cables in an underground duct and handhole distribution system.

Secondary power for the new replacement lighting system will be obtained from the existing solar power system. The existing underground duct and cables will be intercepted with a handhole and new cables will be run in a new direct underground line to the new floodlight pole.

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SECTION 2 AFFECTED ENVIRONMENT

2.1 CLIMATE

The project is located in the Ewa plain of the Island of Oahu. The prevailing winds throughout the year are the northeasterly trades, with occasional Kona winds. Trades are generally more persistent in summer than in winter. Kona winds will occur only a few days a year, usually during winter time. The average wind speed is approximately 12 miles per hour.

According to the U.S. Magnetic Observatory, the average temperature in Barbers Point ranges from 66 and 84 degrees Fahrenheit. Barbers Point is one of the driest areas on Oahu. Most of the rainfall usually occurs during winter. Average annual rainfall in this area is about 20 inches, which may vary from less than 10 inches during a dry year to more than 30 inches during a wet year.

2.2 GEOLOGY, TOPOGRAPHY, SOIL

The Ewa plain is composed of an emergent ancient coral-algae calcareous material, which has been modified by a series of weathering factors to form a hard yet extremely permeable surface. The underlying structure of the landform is rock, generally classified as coral limestone or coral limestone breccia, interlayered by Alluvium, consisting of muds and clays.

Natural elevations of the project area range from approximately ten (10) feet above sea level to sixty (60) feet above sea level. The project site is generally level with an average slope of one-half percent to five percent.

According to the Soil Survey of the Island of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii, the site contains Coral Outcrop (CR). This type of soil consists of coral or cemented calcareous sand with a thin layer of friable, red soil material in cracks, crevices, and depressions within the coral outcrop.

2.3 FLORA

Prior to construction of Barbers Point Harbor, a comprehensive botanical survey of 524 acres was conducted. According to the "Revised EIS for the Barbers Point Harbor Deep-Draft Harbor," 1978, vegetation in the undisturbed areas were Kiawe forest and scrublands. The more disturbed areas were classified as wasteland and koa-haole scrub. Actively used areas contained sugarcane fields and the quarry. The study also found two endangered species: *Achyranthes splendens* and *Chamaesyce skottsbergii*. *Achyranthes splendens* is a scrub generally 1.6 to 6.6 feet tall, and listed as federally endangered species whose range is restricted to the Ewa and Kaena regions of Oahu. Another federally listed endangered species, *Chamaesyce skottsbergii*, is a perennial shrub and found in the Ewa plain on Oahu and northwestern Molokai.

Another botanical survey was conducted for 140.5 acres of land planned for acquisition by the State in 1992 ("Botanical Survey for Proposed Barbers Point Harbor Expansion," 1992). According to the study, approximately 90 percent of the study area was greatly disturbed, vegetation was sparse, and there were barren piles of coral with some scattered soil.

Installation of the lighting system will take place only on the previously disturbed area. The proposed lighting system is not anticipated to have a significant adverse impact on floral resources because all work will occur within heavily disturbed areas.

2.4 FAUNA

A faunal survey was conducted for a Harbor Expansion Project in 1991 ("Final Supplement Environmental Impact Statement for Basin Expansion and Tug Pier at Barbers Point Harbor, Oahu Job H.C. 1823 and Future Pier and Storage Yard Improvements at Barbers Point Harbor, Ewa, Oahu," 1995). The survey did not record any rare or endangered species. The only native species found on the Barbers Point Harbor property was the Pacific Golden Plover (*Pluvialis fulva*), a common migrant species found on lawns and open fields as well as shoreline habitat. The other species recorded was a usual mix of introduced species that will be common in a second growth lowland habitat on Oahu.

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According to the "Final Supplement Environmental Impact Statement for Basin Expansion and Tug Pier at Barbers Point Harbor, Oahu Job H.C. 1823 and Future Pier and Storage Yard Improvements at Barbers Point Harbor, Ewa, Oahu," 1995, although the Hawaiian stilts have been observed in the vicinity of the project, there were no known Hawaiian stilt habitats within the Pier Expansion project. The faunal survey of 1991 concluded that the property did not possess any unique nor special qualities for wildlife.

The proposed lighting system will not have a significant negative impact on the faunal communities because the work will occur in a heavily disturbed area and faunal resources found in the property are abundant in the region. Construction activity precautionary measures will be taken to ensure that no short- or long-term impacts will occur with threatened sea turtles, endangered Hawaiian Monk seals, and seabirds such as the wedge-tailed shearwater, that are found in the vicinity of this area. Potential impacts from overhead lighting on wildlife will be mitigated by shielding the light and orienting it down toward the mole. Such design measures will be prepared in accordance with the Department of Land and Natural Resources' guidelines. In addition, lighting control system is included in the project so that lights can be switched off when not in use. ✓

2.5 NOISE

The principal sources of existing noise in the project area are motor vehicles on adjacent streets and general activities from residential and industrial areas. The activities such as ship off-loading, maintenance, handling and related operations already exist in Barbers Point Harbor on a twenty four (24)-hour basis. The only anticipated change in the operation is the increased flexibility in turn-around time for ships to enter or leave the harbor. This, according to the Harbor Masters' Office, is not anticipated noise or traffic generating impact. Further, Harbors staff does not project a short or long term increase in ships utilizing the harbor at night as a result of the project.

No adverse long-term impacts are anticipated to result from the project. There will be short-term increase in noise levels due to construction activity. Noise generated by construction activities

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will be mitigated to some degree by requiring the contractor to adhere to State and County noise regulations. This includes ensuring that machinery are properly muffled.

2.6 AIR QUALITY

According to the "Air Quality Study for the Proposed Barbers Point Harbor Expansion Project," 1992, the current ambient air quality of the project area meets State ambient air quality standards (AAQS). Air pollutants affecting the project area are mostly from vehicular, industrial, natural and agricultural sources.

Automobile emissions from traffic using Kalaeloa Boulevard and/or Malakole Street tend to be carried toward the harbor by the prevailing east-northeast tradewinds. Campbell Industrial Park, located to the south and southeast of the harbor, generates several sources of industrial air pollution. Major industries at the park include two refineries, H-Power plant, a co-generation power plant which uses coal transported from the harbor via a dry-bulk unloader and conveyer, a cement plant and others. Emissions generated from the park tend to be carried away by the prevailing winds most of the time.

2.7 HYDROLOGY

According to the Flood Insurance Rate Map (FIRM), the project is located in Zone "D", indicating flood hazards are undetermined in the area. The Oahu Civil Defense Tsunami Evacuation Map indicates the project area just outside of potential tsunami inundation areas. According to the "Tsunami Response of Barbers Point Harbor, Hawaii," 1982, the U.S. Army Engineer Waterways Experiment Station determined that Barbers Point Harbor is well located because the area has relatively small open coast tsunami amplitudes.

Groundwater for the area is brackish that has a salinity greater than 1,000 milligrams per liter (mg/l) chloride, which is too brackish to be used for most irrigation purposes.

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The proposed project will not alter the existing drainage pattern nor shoreline configuration of the site. The area has been urbanized, and natural drainage pattern has been altered for construction of the harbor facilities. There are no perennial streams draining to the ocean. No adverse impacts on the shoreline hydrology is anticipated to result from the installation of the lighting system.

SECTION 3 SOCIO-ECONOMIC ENVIRONMENT

3.1 EXISTING LAND USE

Barbers Point Harbor is currently undergoing a major expansion project (Figure 3). The expansion project includes basin expansion to create piers 7, 8, and 9 at the northeast corner, pier 5 expansion, tugboat pier expansion, and basin expansion at the south corner. The expansion project also includes approximately 134 acres of additional storage yards and support facilities.

Presently Barbers Point Harbor accommodates both State Department of Transportation Facilities and privately owned facilities. Existing and future land use conditions were discussed in the "Final Supplement Environmental Impact Statement for Basin Expansion and Tug Pier at Barbers Point Harbor, Oahu Job H.C. 1823 and Future Pier and Storage Yard Improvements at Barbers Point Harbor, Ewa, Oahu," 1995. The following information is taken from the forementioned EIS, 1995:

State Department of Transportation Facilities

- an entrance channel 450 feet wide, 4, 280 feet long, and 38 to 42 feet deep;
- a harbor basin that is approximately 2,300 feet by 1,800 feet wide and 38 feet deep;
- Piers P-5 and P-6 which form a continuous wharf approximately 1,600 feet long;
- Storage Yards S-4 and S-5, backland of Piers P-5 and P-6, which total approximately 30 acres of concrete paved storage area and are used to store and handle dry-bulk and general cargoes, and petroleum products;
- a 21 feet deep barge basin, a barge pier approximately 250 feet long, and Storage Yards S-1 and S-2 (approximately 5 acres in size) which are adjacent to the harbor entrance;
- a 150 feet long general purpose pier near the south corner of the basin; and an administration building.

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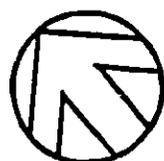
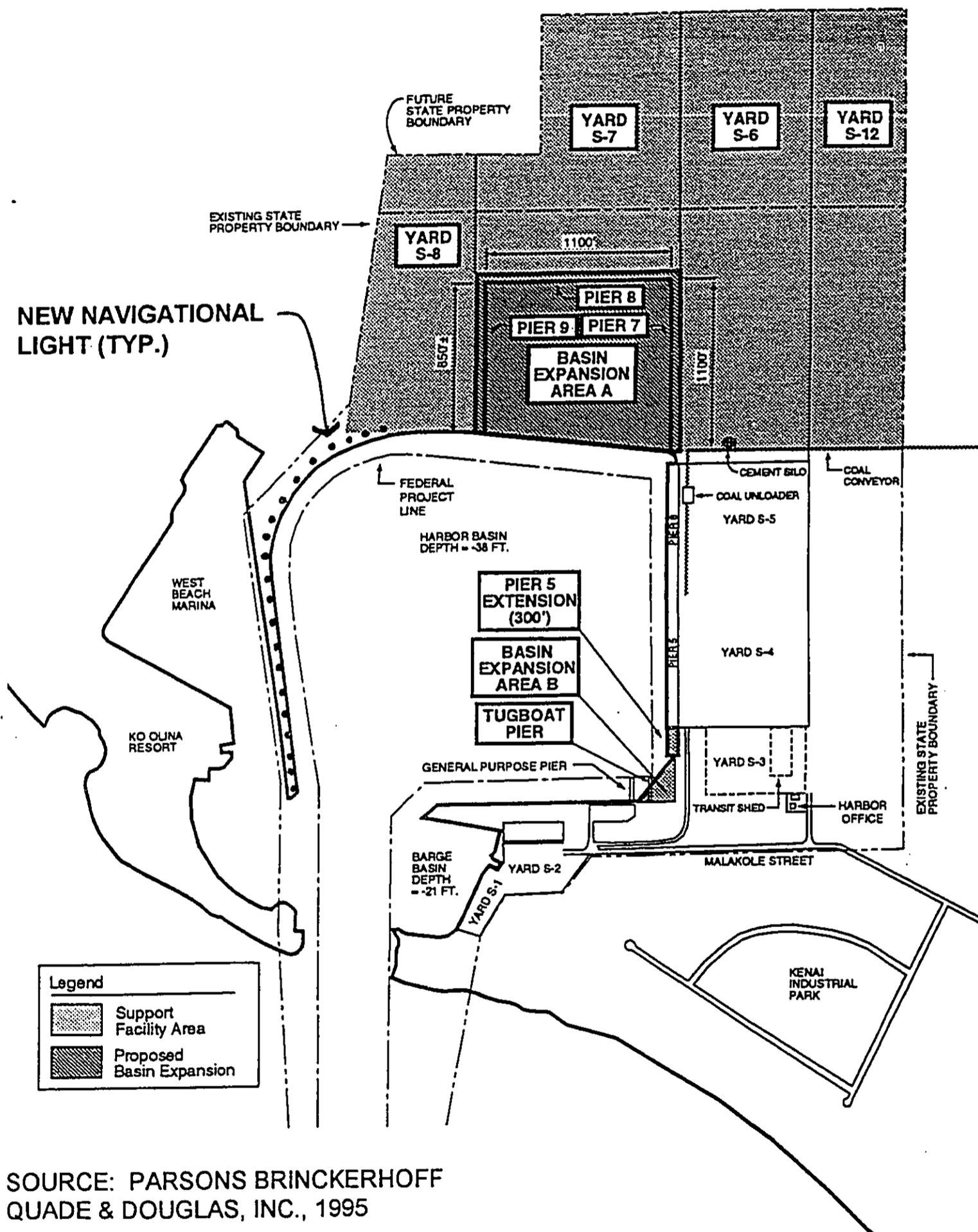


Figure 3
EXISTING & PROPOSED LAND USE
Barbers Point Harbor
ISLAND OF OAHU
HAWAII

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Privately Owned Facilities

- Marisco Ltd. floating dry dock and ship repair facilities, located on the southwestern side of the basin;
- pneumatic loading system and cement storage silo on Pier P-6;
- Hawaii Pacific Industries Inc. dry-bulk unloader and enclosed conveyor system connecting Pier 6 with the Applied Energy Services-Barbers Point, Inc. (AES-BP) co-generation electric power plant in Campbell Industrial Park; and BHP Hawaii, Chevron, Texaco, and Hawaiian Electric Company Petroleum pipelines.

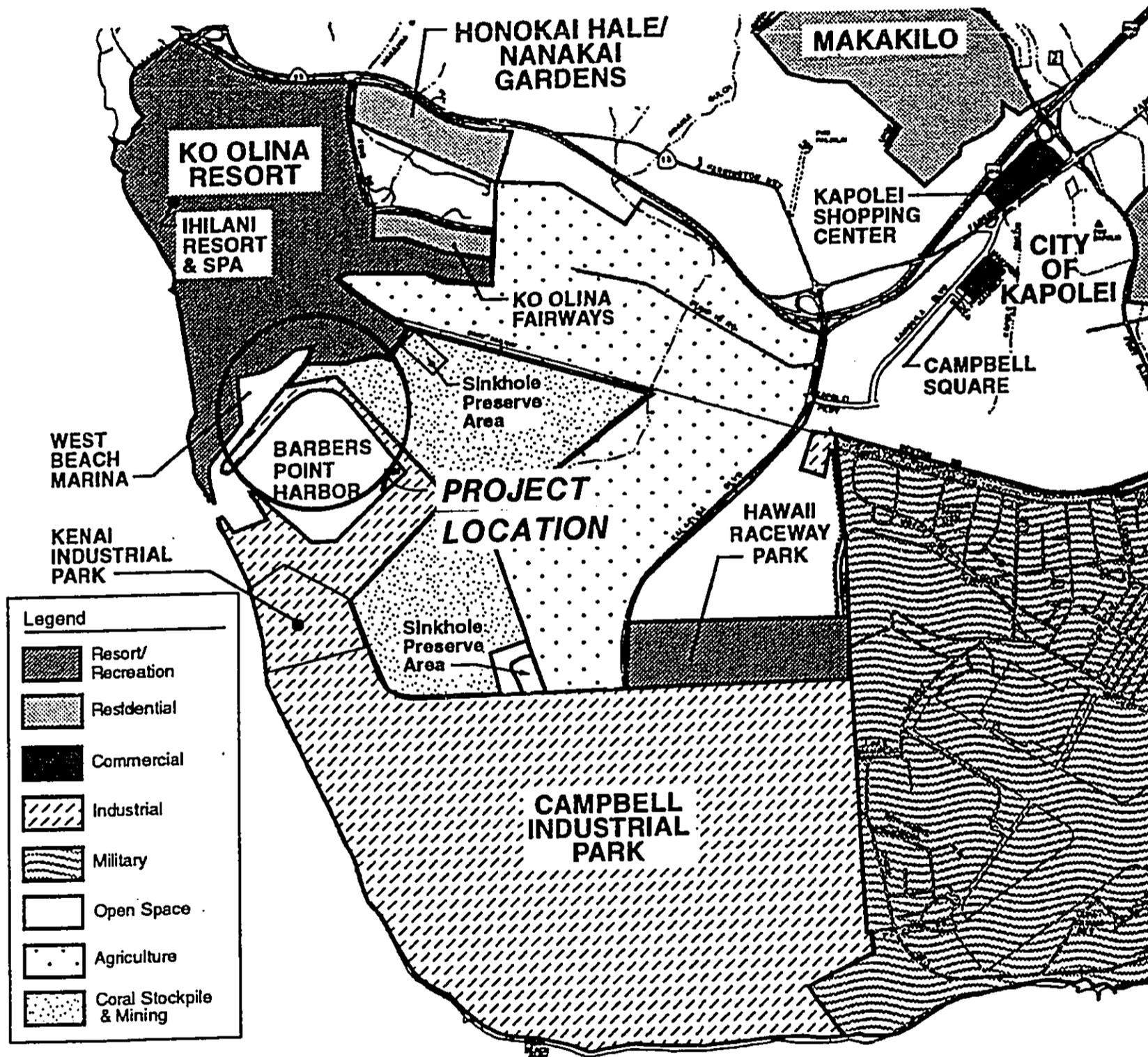
3.2 SURROUNDING LAND USES

Adjacent land uses include the Kenai and Campbell Industrial Parks, coral limestone processing operations, the Ko Olina Resort, and sugarcane fields (Figure 4). The closest residential complex is the Ko Olina Fairways residential development within the Ko Olina Resort, which is currently under construction.

The Ewa plain has been undergoing dynamic changes, centered on the developing City of Kapolei. The City of Kapolei is expected to be a focal point of a master-planned community of the Ewa plain as the secondary urban center of Oahu. There are many proposed projects in the vicinity of Barbers Point Harbor such as the Estate of James Campbell's future Maritime Industrial Subdivision, continuing development of City of Kapolei, and on-going Ko Olina Resort development.

The proposed project will not have significant adverse impacts on the surrounding development. Development of the Ewa plain will continue regardless of the proposed improvement at Barbers Point Harbor. Majority of the land that is affected by the project is State owned; however, depending on the alternative chosen, a small portion of the surrounding private land will be affected. The State DOT Harbors Division has obtained approval through West Beach Estates and Estate of James Campbell for installation of new HECO underground electrical lines (Appendix A).

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SOURCE: PARSONS BRINCKERHOFF
QUADE & DOUGLAS, INC., 1995

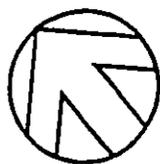


Figure 4
SURROUNDING LAND USE
Barbers Point Harbor
ISLAND OF OAHU
HAWAII

3.3 SCENIC AND VISUAL RESOURCES

The major viewsheds of Barbers Point Harbor are from Honokai Hale, Nanakai Gardens, Ko Olina Fairways and some parts of Makakilo. The other viewshed is from Farrington Highway although the Kiawe forest blocks the views of the harbor. Immediately adjacent to the harbor, the refineries at Campbell Industrial Park are situated.

Barbers Point Harbor is not used for recreational or aesthetic purposes. The harbor is characterized as industrial due to cranes, pavement, vessels, stockpiles and mining operations. The construction and operation of the lighting system are not anticipated to have significant negative impacts on the visual resources.

No adverse impacts from the electrical lines are anticipated on the harbor area since the proposed alignment will be located underground. The surrounding industrial areas have high intensity illumination at night. Potential impacts of night time illumination on residential area will be mitigated through proper design of the lighting system by restricting height and number of light fixtures, and the use of appropriate shielding. ✓

3.4 TRANSPORTATION FACILITIES

The area is primarily served by the H-1 Interstate Freeway. Barbers Point Harbor has access via the H-1 Freeway, Kalaeloa Boulevard, and Malakole Street. Palailai Interchange provides access from H-1 Freeway to Kalaeloa Boulevard. Malakole Street intersects with Kalaeloa Boulevard and provides the only access to the harbor.

The proposed small-scale improvements of the harbor is not anticipated to have any adverse impacts on the traffic volumes in the area.

3.5 HISTORIC/ARCHAEOLOGICAL RESOURCES

The project area is located within the Barbers Point Archaeological District. The State Historic Preservation Division (SHPD) has established the district in the late 1970s to facilitate the

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archaeological review of Barbers Point Harbor construction. Although the district is eligible for the National Register of Historic Places, it has not been officially listed on either the National Register or the Hawaii State Register.

Archaeological studies previously conducted on the site indicated evidence of extensive prehistoric utilization of the area ("Final EIS Basin Expansion and Tug Pier at Barbers Point Harbor, Oahu," 1994). During construction of the harbor and port facilities, most of the archaeological sites that are believed to have existed on the project site have been paved over. The proposed alignment will encompass a strip of unimproved land owned by the Estate of James Campbell. This portion of the land is considered to be archaeologically sensitive and preserved. However, the area encompassed by the electrical line will only be a narrow strip along the existing dirt road. The remaining area has been paved and intensively developed.

The majority of the proposed electrical lines will encompass the areas that have been previously disturbed and paved. According to the State Historic Preservation Division (SHPD) (May 1998), the project site is not likely to contain any historic sites remain. Also, the SHPD states that this project will have "no effect" on historic sites (**Appendix A**). The proposed project is not anticipated to have substantial impacts on cultural resources in the region. However, should any unidentified cultural remains be uncovered during the course of the project, work in the immediate area will cease and the appropriate government agencies will be contacted for further instructions.

SECTION 4
RELATIONSHIP TO STATE AND COUNTY
LAND USE PLANS AND POLICIES

4.1 THE HAWAII STATE PLAN

The Hawaii State Plan, Chapter 226, Hawaii Revised Statutes, serves as a written guide for the long range development of the State. The Plan identifies statewide goals, objectives, policies, and priorities.

The proposed project would be in conformance with the State Plan's objectives and policies for facility systems - transportation. According to Section 226-17 (b) objectives and policies for facility systems - transportation, the following policies would apply to the proposed activity:

- (4) Provide for improved accessibility to shipping, docking, and storage facilities.
- (6) Encourage transportation systems that serve to accommodate present and future development needs of communities.
- (8) Increase the capacities of airport and harbor systems and support facilities to effectively accommodate transshipment and storage needs.
- (9) Encourage the development of transportation systems and programs which would assist statewide economic growth and diversification.

4.2 STATE LAND USE LAW

The project site lies within the state land use category "urban". Utility improvement is permitted under the land use designation.

4.3 STATE FUNCTIONAL PLAN

The Hawaii State Functional Plans (Chapter 226, Hawaii Revised Statutes) provide a management program that allows use of State Resources to improve current conditions and attend to various social issues and trends. The proposed project is consistent with the State Functional Plan for Transportation through the following Implementing Action:

TRANSPORTATION

OBJECTIVE I-A: Expansion of the transportation system.

Policy I-A(1): Increase transportation capacity and modernize transportation infrastructure in accordance with existing master plans and laws requiring accessibility for people with disabilities.

Implementing Action I-A(1)c: Barbers Point Harbor - Piers, yards, sheds, land acquisition and improvements.

4.4 2010 MASTER PLAN FOR BARBERS POINT HARBOR

The "2010 Master Plan for Barbers Point Harbor," 1991, provides recommendations for future developments of the harbor facilities. The plan was generated through a planning process which integrate inputs from representatives of government agencies, local community boards, users of the harbor and other members of the maritime community in four areas of port facilities: general cargo, dry-bulk cargo, liquid-bulk cargo, and facilities.

The proposed project implements one of the recommendations of the "2010 Master Plan for Barbers Point Harbor":

- perimeter lighting to permit vessel movement after dark.

4.5 COASTAL ZONE MANAGEMENT SMA RULES AND REGULATIONS

The Hawaii Coastal Zone Management Program (HCZMP) objectives and policies of Section 205A-2, Hawaii Revised Statutes, sets force the protection and management of Hawaii's valuable

coastal areas and resources. The Special Management Area (SMA) is the area defined sensitive environments that should be protected in accordance with the State's coastal zone management policies. Although the proposed project will take place within the SMA boundary, in accordance with Chapter 266-2 of HRS, the project is exempt from SMA use permit application process (Figure 5). The implementation of the proposed project will be in conformance with the CZMP's objectives and policies. This environmental assessment is provided to describe the proposed project in light of ecological, cultural, historic, esthetic, recreational, scenic, and open space values, and coastal hazards, as well as effects on economic development.

4.6 CITY AND COUNTY PLANS AND POLICIES

4.6.1 City and County General Plan

The General Plan identifies the long-range planning goals and objectives which the City and County of Honolulu hopes to accomplish for the interest of the residents of Oahu. The proposed project is in conformance with the General Plan's objectives and policies for Transportation and Utilities as well as Physical Development and Urban Design:

Transportation and Utilities

Objective A: To create a transportation system which will enable people and goods to move safely, efficiently, and at a reasonable cost; serve all people, including the poor, the elderly, and the physically handicapped; and offer a variety of attractive and convenient modes of travel.

Policy 13: Facilitate the development of a second deep-water harbor to relieve congestion in Honolulu Harbor.

Physical Development and Urban Design

Objective C: To develop a secondary urban center in Ewa with its nucleus in the Kapolei area.

Policy 3: Encourage the continuing development of Barbers Point as a major industrial center.

Policy 5: Cooperate with the State and federal governments in the development of a deep water harbor at Barbers Point.

4.6.2 Ewa Development Plan

The City and County of Honolulu has developed a development plan of the Ewa area that encompasses the region from Kahe Point to the west Loch of Pearl Harbor. According to the Ewa Development Plan Land Use Designation, the navigational lighting system will lie within the areas designated as PF (Public Facility) and COM (Commercial). Utility improvement is permitted under the land use designation.

4.6.3 City and County Zoning

The City and County of Honolulu zoning is I-3 (Waterfront Industrial). The proposed project is considered to be marine accessories. Such use is permitted in the zoning district.

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SECTION 5

ALTERNATIVES TO THE PROPOSED ACTION

5.1 NO ACTION

The no action alternative will eliminate the opportunity to efficiently accommodate increased operation capacity at Barbers Point Harbor. With this alternative, there would be no adequate lighting at the harbor entrance for after dark operations. The harbor would not be able to handle the increasing number of vessels effectively despite the basin expansion. The opportunity for Barbers Point Harbor to become a facility supplemental to Honolulu Harbor and the port closest to leeward Oahu designations would not be realized. Therefore, no action alternative would not be appropriate.

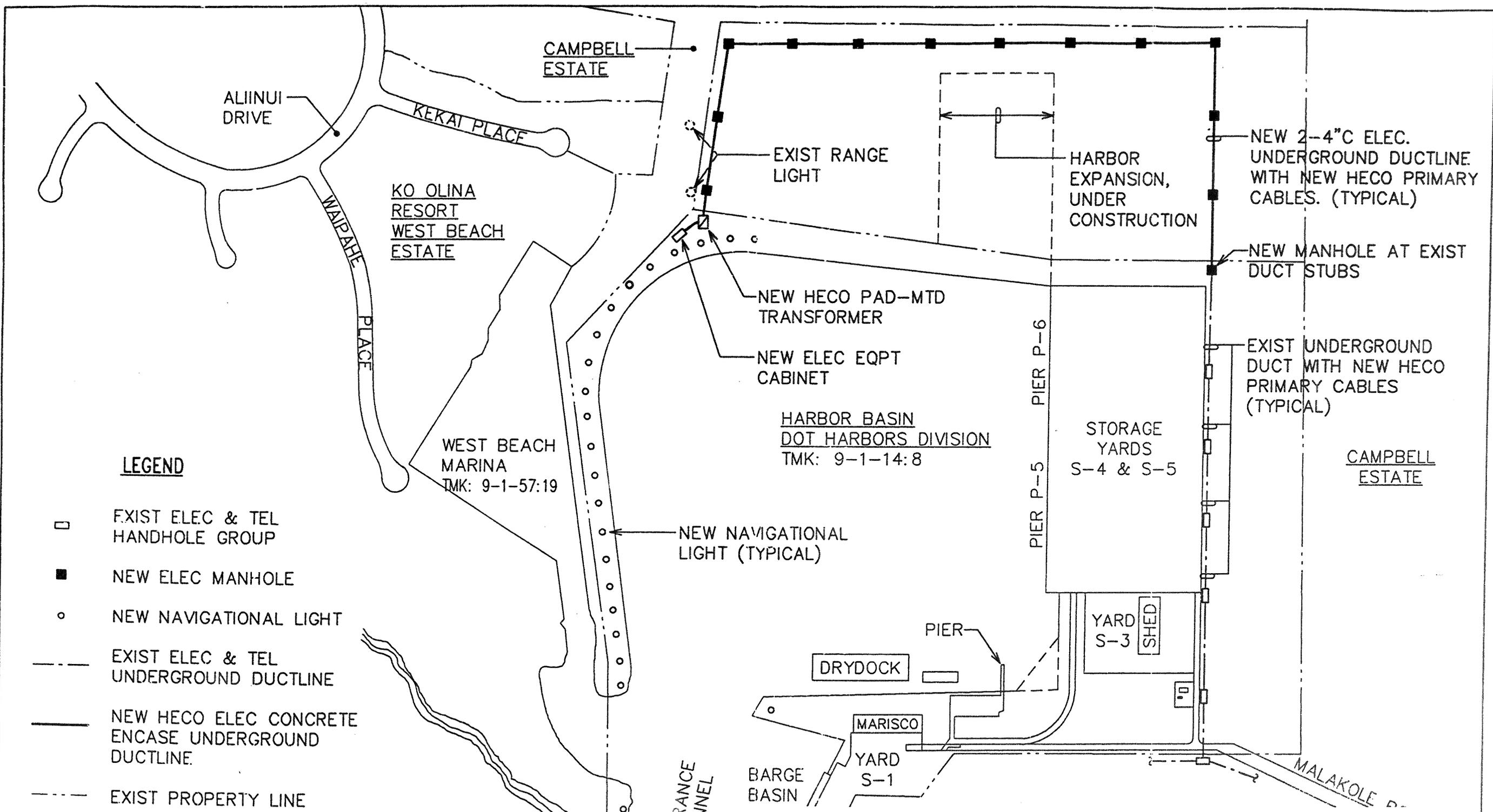
5.2 ALTERNATIVE ALIGNMENT

Design alternatives for providing electrical services to the navigational lighting system have been delineated and evaluated by Ronald N.S. Ho & Associates. A total of three (3) alternative design schemes were considered but determined to be not practical due to high construction cost. The following section summarizes the general descriptions of the alternatives considered:

Alternative One (1): This scenario obtains electrical power from DOT Harbors property by connecting a new HECO underground duct/manhole system to the existing duct stubs at Storage Yard S-5 (Figure 6). The new HECO duct/manhole system must run on the outskirts of the DOT Harbors property to reach the northwestern perimeter in order to avoid current construction and future expansion/construction.

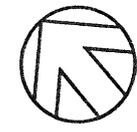
New HECO cables must be run via the existing duct/handhole system from Storage Yards S-3 to Storage Yard S-5 then via the new duct/manhole system from Storage Yard S-5 to the northwestern perimeter. An estimated construction cost for this alternative route is approximately \$1,975,000.

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LEGEND

- EXIST ELEC & TEL HANDHOLE GROUP
- NEW ELEC MANHOLE
- NEW NAVIGATIONAL LIGHT
- - - EXIST ELEC & TEL UNDERGROUND DUCTLINE
- NEW HECO ELEC CONCRETE ENCASE UNDERGROUND DUCTLINE
- - - EXIST PROPERTY LINE



NOT TO SCALE

Figure 6
 ALTERNATIVE SCHEME ONE (1)
Barbers Point Harbor
 ISLAND OF OAHU
 HAWAII

R.M. TOWILL CORPORATION

MAY 1998

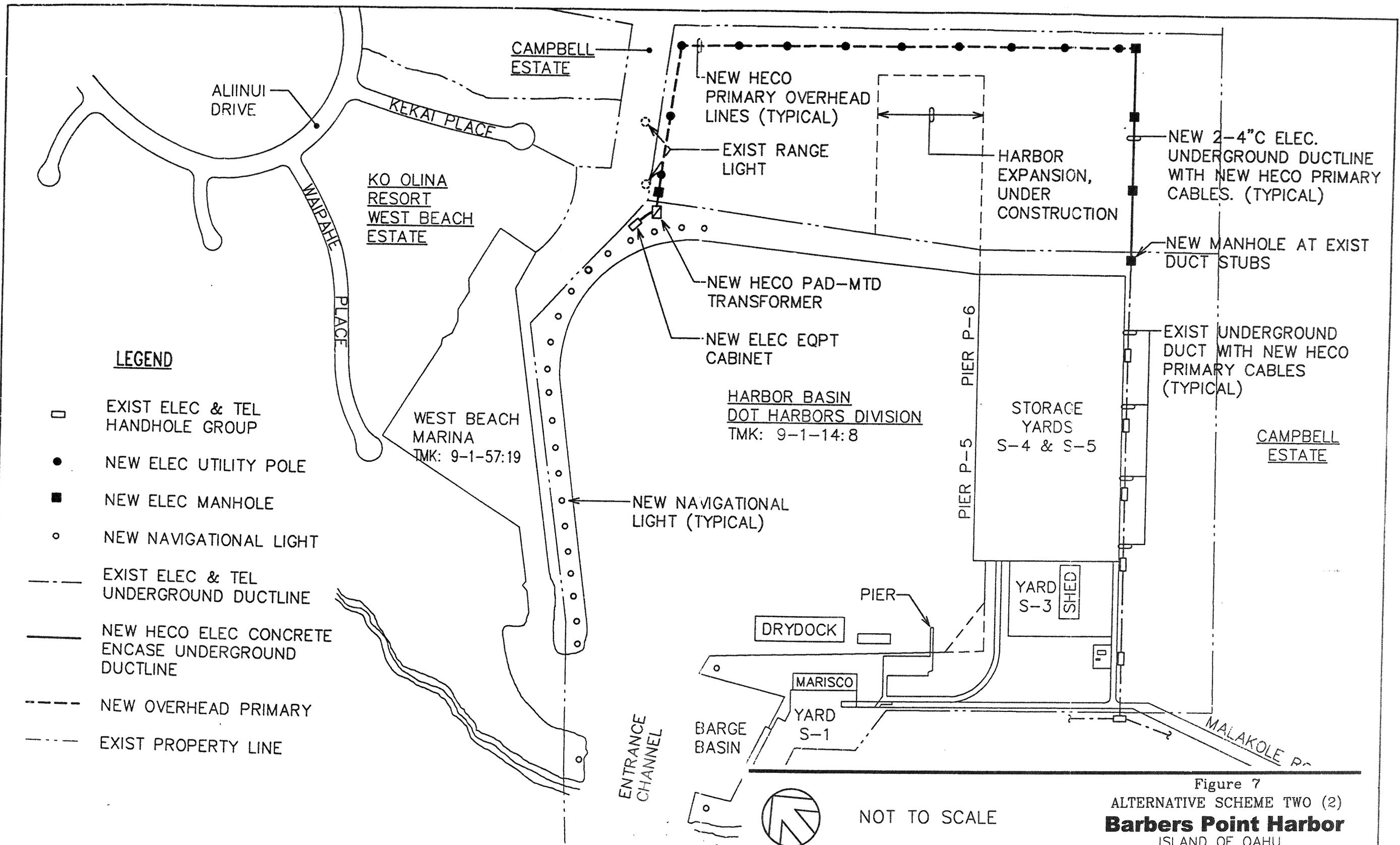
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Alternative Two (2): This scheme obtains electricity from DOT Harbors property by connecting a new HECO underground duct/manhole system to existing duct stubs at Storage Yard S-5 (Figure 7). The new HECO duct/manhole system would run to the northeast edge of the DOT Harbors property, where the system would be converted to a HECO overhead pole-line system. The new overhead pole-line system must run on the outskirts of the DOT Harbors property to reach the northwestern perimeter in order to avoid current construction and future expansion/construction.

New HECO cables must be run via the existing duct/handhole system from Storage Yard S-3 to Storage Yard S-5 then via the new duct/manhole system from Storage Yard S-5 to the northwestern perimeter. HECO cables would then run overhead via utility poles to the northwestern perimeter. An estimated construction cost for the alternative is \$1,179,000.

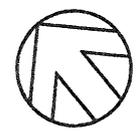
Alternative Three (3): This scheme provides a prime duty generator in a weather-proof sound attenuating enclosure to provide power to the navigational lights until a permanent electrical service is provided through the State property (Figure 8). The generator would be automatically controlled by a battery operated time clock. The batteries would be charged by a solar panel. Also, a temporary fuel tank would be provided. An estimated construction cost for this alternative is \$1,008,000.

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LEGEND

- EXIST ELEC & TEL HANDHOLE GROUP
- NEW ELEC UTILITY POLE
- NEW ELEC MANHOLE
- NEW NAVIGATIONAL LIGHT
- EXIST ELEC & TEL UNDERGROUND DUCTLINE
- NEW HECO ELEC CONCRETE ENCASE UNDERGROUND DUCTLINE
- - - NEW OVERHEAD PRIMARY
- · - · - EXIST PROPERTY LINE



NOT TO SCALE

Figure 7
 ALTERNATIVE SCHEME TWO (2)
Barbers Point Harbor
 ISLAND OF OAHU
 HAWAII

R.M. TOWILL CORPORATION

MAY 1998

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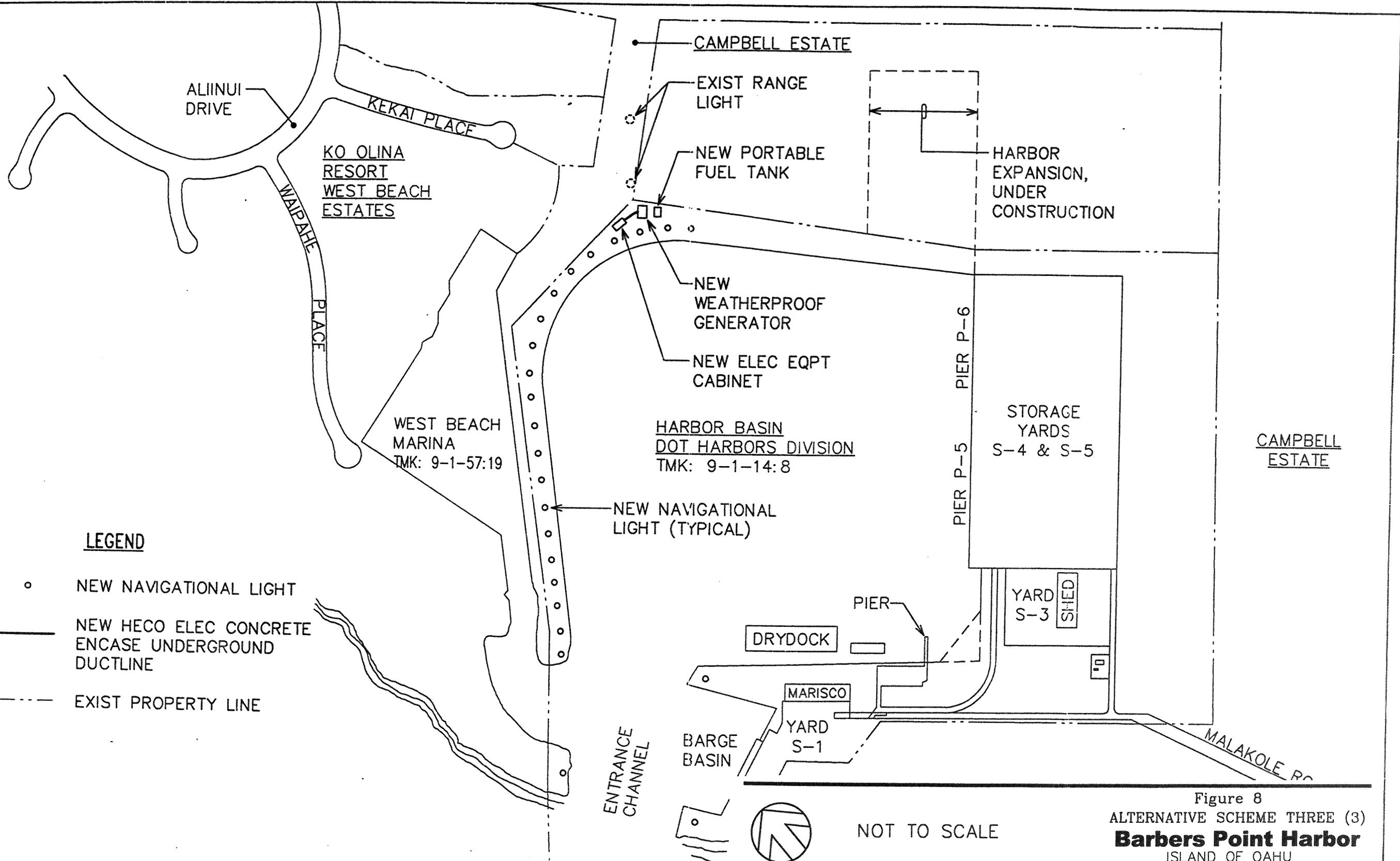


Figure 8
 ALTERNATIVE SCHEME THREE (3)
Barbers Point Harbor
 ISLAND OF OAHU
 HAWAII

R.M. TOWILL CORPORATION

MAY 1998

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SECTION 6
RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES
OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND
ENHANCEMENT OF LONG-TERM PRODUCTIVITY

No short-term exploitation of resources resulting from the development of the site for lighting system installation will have long-term adverse consequences. Barbers Point Harbor is currently used for commercial and industrial activities. The harbor is located immediately adjacent to the refineries at Campbell Industrial Park. The electrical cable will be buried underground. The harbor is characterized as industrial due to cranes, pavement, vessels, stockpiles and mining operations. The physical appearance of the harbor will not be altered.

Once construction activities for support infrastructure are completed there will be no effect on air and noise quality, wildlife, or residents of the area.

Long-term gains resulting from development of the proposed project include the provision of more effective uses of Barbers Point Harbor. The proposed project will enhance economic productivity by increasing transshipment to the second deep-water harbor of the island.

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SECTION 7
IRREVERSIBLE/IRRETRIEVABLE COMMITMENT OF
RESOURCES BY THE PROPOSED ACTION

Development of the proposed project will involve the irretrievable loss of certain environmental and fiscal resources. However, the costs associated with the use of these resources should be evaluated in light of recurring benefits to the businesses and residents of Ewa, City and County of Honolulu, and State of Hawaii.

It is anticipated that the construction of the proposed project will commit the necessary construction materials and human resources (in the form of planning, designing, engineering, construction and labor). Reuse for much of these materials and resources is not practicable. Labor expended for project development is non-retrievable.

**SECTION 8
DETERMINATION**

This Draft Environmental Assessment, prepared in accordance with Chapter 343, Hawaii Revised Statutes as amended, has preliminarily concluded that the potential for impacts associated with the proposed action will be minimal.

The potential effects of the proposed project are evaluated based on the significance criteria in section 11-200-12 (Hawaii Administrative Rules, revised in 1996). The following is a summary of the potential effects of the action.

(1) Involves an irrevocable commitment to loss or destruction of any natural or cultural resource:

Development of the project will involve the irrevocable loss of certain environmental and fiscal resources. However, the development of a navigational lighting system will enable Barbers Point Harbor capacity to handle increased transshipment more effectively and fulfill its role as a second deep-water harbor of the island. The businesses and residents of Ewa, City and County of Honolulu, and State of Hawaii will benefit from increased transshipment to Barbers Point Harbor.

(2) Curtails the range of beneficial uses of the environment:

The project will not curtail the range of beneficial uses of the environment. The project will provide infrastructure necessary to accommodate increased harbor uses more effectively. Barbers Point Harbor is not used for recreational or aesthetic enjoyment purposes. The harbor is characterized as industrial due to cranes, pavement, vessels, stockpiles and mining operations. The proposed project will not alter or affect waterways in and around the harbor.

(3) Conflicts with the state's long-term environmental policies or goals and guidelines as expressed in chapter 344, HRS:

The project would be in conformance to the Chapter 344, HRS, State Environmental Policy. It is the long-term goal of the project to alleviate impacts on Honolulu Harbor and the urban waterfront, and encourage development of the Kapolei area. Development of the Barbers Point Harbor and secondary urban center in the Kapolei area are parts of the integrated system of state land use planning which coordinates the states and county general plans.

(4) Substantially affects the economic or social welfare of the community or State:

The proposed navigational lighting system is a infrastructure improvement necessary to accommodate increased demands for the harbor uses. Expansion of the harbor basin to accommodate demands has been approved and currently under construction. The project is not anticipated to have significant adverse effects on the economic or social welfare of the community or state.

(5) Substantially affects public health:

The proposed project is not anticipated to have substantial effects on public health. The installation of lighting system will not alter the physical appearance of the harbor or have impacts on the waterway.

(6) Involves substantial secondary impacts, such as population changes or effects on public facilities:

The proposed lighting system will not involve substantial secondary impacts. ✓

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(7) Involves a substantial degradation of environmental quality:

The proposed lighting system will not involve substantial degradation of environmental quality.

(8) Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions:

The proposed lighting system is not anticipated to result in cumulative effects; therefore, it would not involve a commitment to larger actions. ✓

(9) Substantially affects a rare, threatened, or endangered species, or its habitat:

The proposed project is not anticipated to have substantial effects on a rare, threatened, or endangered species, or its habitat. Installation of the lighting system will be conducted within previously disturbed areas. Potential impacts from overhead lighting on wildlife will be mitigated by shielding the light and orienting it down toward the mole. Such design measures will be prepared in accordance with the Department of Land and Natural Resources' guidelines. In addition, lighting control system is included in the project so that lights can be switched off when not in use. ✓

(10) Detrimentially affects air or water quality or ambient noise levels:

No significant impacts on the area's long-term air or water quality or ambient noise levels are anticipated to result from the project. There will be some short-term impacts on the air quality and noise levels only within the close proximity of the construction area.

(11) Affects or is likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone

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area, geologically hazardous land, estuary, fresh water, or coastal waters:

The project is not anticipated to affect environmentally sensitive areas. The entire site is located outside of areas inundated by 100-year flood, according to the FIRM. According to the *Tsunami Response of Barbers Point Harbor, Hawaii*, 1982, the U.S. Army Engineer Waterways Experiment Station determined that Barbers Point Harbor is well located because the area has relatively small, open coast tsunami amplitudes. The project area is located within the SMA boundary and near a tsunami evacuation area as defined by the Oahu Civil Defense. However, the project will not alter existing drainage patterns nor shoreline configurations. All structures will be designed and constructed to meet the City and County development standards.

(12) Substantially affects scenic vistas and viewplanes identified in county or states plans or studies:

The harbor is characterized as industrial due to cranes, pavement, vessels, stockpiles and mining operations. The harbor is located immediately adjacent to the refineries at Campbell Industrial Park. The surrounding industrial areas have high intensity illumination at night. The construction and operation of the lighting system are not anticipated to have substantial effects on the area's visual resources. No adverse impacts from the electrical lines are anticipated on the harbor area since the proposed alignment will be located underground.

(13) Requires substantial energy consumption:

The proposed lighting system will be site specific and small scale, and will not require substantial energy consumption.

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In accordance with the provisions set forth in Chapter 343, Hawaii Revised Statutes, the analysis contained in this Environmental Assessment has determined that the project will not have significant adverse impacts on the environment. The State Department of Transportation is considering the issuance of a Finding of No Significant Impact (FONSI). Anticipated impacts will be temporary and will not adversely impact environmental quality of the area. Therefore, it is recommended that an Environmental Impact Statement (EIS) not be required.

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SECTION 9
NECESSARY PERMITS AND APPROVALS

9.1 STATE

Notice of Intent (NOI) for National Pollutant Discharge Elimination System (NPDES) General Permit Coverage for Discharges Associated with Construction Activity Dewatering

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SECTION 10
CONSULTED AGENCIES AND PARTICIPANTS IN
THE PREPARATION OF THE ENVIRONMENTAL ASSESSMENT

10.1 FEDERAL AGENCIES

U.S. Army Corps of Engineers

10.2 STATE AGENCIES

Department of Land and Natural Resources, Historic Preservation Division

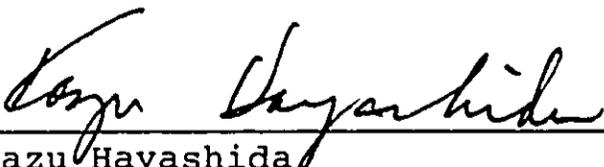
Department of Land and Natural Resources, Forestry and Wildlife Division

Department of Health

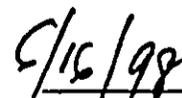
Department of Transportation

10.3 CITY & COUNTY OF HONOLULU

Department of Land Utilization



Kazu Hayashida
Director of Transportation



Date

0000 0005 0862

REFERENCES

Briggs, Michael, J., Linda S. Lillycorp, Gordon S. Harkins, Edward F. Thompson, Debra R. Green, *Physical and Numerical Model Studies of Barbers Point Harbor, Oahu, Hawaii*, U.S. Army Engineer Waterways Experiment Station, Coastal Engineering Research Center, Technical Report, September 1994

City and County of Honolulu, Department of General Planing, *General Plan, Objectives and Policies*, 1992

Parsons Brinckerhoff Quade & Douglas, Inc. *Final Supplement Environmental Impact Statement, Basin Expansion and Tug Pier at Barbers Point Harbor, Oahu Job H.C. 1823 and Future Pier and Storage Yard Improvements at Barbers Point Harbor, Ewa, Oahu, Hawaii*, January 1995

State Department of Transportation, *State Transportation Functional Plan Technical Reference Document*, 1991.

State Department of Transportation, *2010 Master Plan for Barbers Point Harbor*, February 1991

State Department of Transportation, Harbors Division and Chamber of Commerce of Hawaii, Maritime Affairs Committee, *2010 Master Plan of Honolulu Harbor*, October 1986.

University of Hawaii, Department of Geography, 1983. *Atlas of Hawaii, Second Edition*.

United States Department of Agriculture, Soil Conservation Service in cooperation with the University of Hawaii Agricultural Experiment Station, *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and lanai, State of Hawaii*, August 1972.

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Appendices

APPENDIX A - Comments and Responses to the Draft Environmental Assessment

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RON HO & ASSOC. --- RMT

002/003

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII

OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-4186

April 21, 1998

RECEIVED
APR 28 1998

GARY GILL
RONALD N.S. HO & ASSOC., INC. DIRECTOR

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PROJECT # _____
DATE: _____
FILE ACTION OTHER
INFO TRASH

Mr. Kazu Hayashida, Director
State Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment for Navigational Lighting
Along the Northwestern Margin of Barbers Point Harbor,
(Job H.C. 1951), Oahu

Thank you for the opportunity to review the above project. We have
the following questions and comments.

- The new duct/manhole system associated with this project runs through properties owned by Ko Olina Resort West Beach Estate and the Estate of James Campbell. Please consult the above parties and document the findings of the consultations in the final environmental assessment.
- According to the March 1998, Draft Environmental Assessment for the Farrington Highway Street Lighting Improvement, threatened green sea turtles, endangered Hawaiian Monk seals and seabirds such as the wedge-tailed shearwater are found in the vicinity of this area. Please evaluate the impacts of this lighting project on the above animals and list any mitigation measures to reduce or control the light impacts. Please consider: 1) designing the lighting using the Department of Land and Natural Resources' guidelines entitled The Newell's Shearwater Light Attraction Problem, A Guide for Architects, Planners, and Resort Managers to reduce lighting impacts on seabirds; and 2) shielding around the lights to avoid attracting sea turtles and monk seals.
- The new navigational lighting system will allow more ships to use the harbor at night. What is the anticipated increase in night time activity at the harbor? What are the likely noise, night time illumination and induced growth impacts associated with this increase?

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RON HO & ASSOC. --- RMT

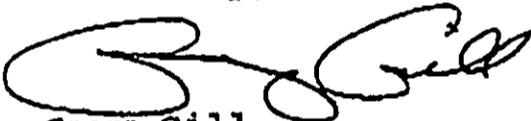
003/003

Mr. Hayashida
Page 2

4. The proposed project is located in an archaeologically sensitive area. Please consult with the State Historic Preservation Division and document the findings of this consultation in the final environmental assessment.
5. According to page 20 of the draft environmental assessment, "the project is exempt from SMA requirements because the subject area is located within State land." Please consult with the Coastal Zone Management Program regarding this issue and document the findings of this consultation in the final environmental assessment.

Should you have any questions, please call Jeyan Thirugnanam at 586-4185. Mahalo.

Sincerely,



Gary Gill
Director

c: ~~Ronald Ho & Associates~~

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BENJAMIN J. CAYITANO
GOVERNOR OF HAWAII

		KTS	
WES		NM	
PTT		RF	
REC'D	JUN 1	1998	RMTC



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

May 22, 1998

MICHAEL D. WILSON, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTIES

GILBERT COLOMA-AGARAN

AQUACULTURE DEVELOPMENT
PROGRAM

AQUATIC RESOURCES
CONSERVATION AND

RESOURCES ENFORCEMENT

CONVEYANCES

FORESTRY AND WILDLIFE

HISTORIC PRESERVATION

DIVISION

LAND DIVISION

STATE PARKS

WATER AND LAND DEVELOPMENT

Colette Sakoda
R. M. Towill Corporation
420 Waiakamilo Road, Suite 411
Honolulu, HI 96817-4911

LOG NO: 21550 ✓
DOC NO: 9805EJ20

Dear Ms. Sakoda:

**SUBJECT: Chapter 6E-8 Historic Preservation Review -- Barbers Point Harbor
Navigational Lighting
Honouliuli, 'Ewa, O'ahu
TMK: 9-1-14**

Thank you for the opportunity to review this project which proposes the installation of navigational lighting on the mole at the entrance to Barbers Point Deep Draft Harbor. A review of our records shows that the project is located within the Barbers Point Harbor Archaeological district (SIHP # 50-80-12-2888), which has been deemed eligible for listing on the National Register of Historic Places. However, the proposed project is located in an area which has been extensively modified and altered through the development of the existing deep draft harbor making it highly unlikely that historic sites remain. Therefore, we believe that this project will have "no effect" on historic sites.

If you have any questions please call Elaine Jourdane at 587-0014.

Aloha,

Don Hibbard, Administrator
Historic Preservation Division

EJ:jk

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RON HO & ASSOC. --- RMT

002/004

BENJAMIN J. CAYETANO
GOVERNOR



RECEIVED
MAY 27 1998

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GERO RONDON
GLENN M. OKIMOTO
BRIAN K. MINAII

RONALD N.S. HO & ASSOC., INC. 97151/E

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

HAR-ED
4198.98

May 21, 1998

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	JIH		
		SL	

TO: GARY GILL, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
DEPARTMENT OF HEALTH

FROM: KAZU HAYASHIDA *K.H.*
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR NAVIGATIONAL
LIGHTING ALONG NORTHWESTERN MARGIN OF BARBERS POINT
HARBOR, OAHU, JOB H. C. 1951

PROJECT # _____
DATE _____

Thank you for your letter of April 21, 1998 regarding our Draft EA for the subject project. As discussed with Mr. Jeyan Thirugnanam of your staff, your comments and concerns will be addressed in the Final EA.

If you have any questions, please contact Napoleon Agraan of my Harbors Division at 587-1956.

c. ✓ Mr. Tim Higa
Ronald N.S. Ho & Associates, Inc.

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BY:HARBORS DIV-ENRG BRCH : 5-29-88 :10:42AM :

RON HO & ASSOC. --- RMT
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THE ESTATE OF JAMES CAMPBELL

April 21, 1998

R/S 98.2425

Mr. Thomas T. Fujikawa
Harbors Administrator
State of Hawaii
Department of Transportation
Harbors Division
79 So. Nimitz Hwy.
Honolulu, Hawaii 96813-4998

Dear Tom:

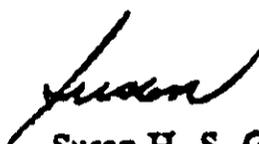
**State Acquisition of Temporary Easement for Electrical Transmission Purposes for
Navigational Lighting at Barbers Point Harbor, Ewa, Oahu, Job No. H.C. 1951**

This letter will confirm that the Estate of James Campbell is willing to grant a temporary underground easement to the State of Hawaii for the installation of a power line to serve the proposed night navigation lights to be installed on the mauka perimeter of Barbers Point Harbor.

This line would run from the end of the cul-de-sac in West Beach Estates to the perimeter of the harbor by crossing Estate lot 9542 (TMK: 9-1-14-27 por.) as represented in red on the attached map.

Please provide the document that is to be drafted by HECO for our review and comment.

Very truly yours,



Susan H. S. Graham, CPM, CCIM
Manager, Industrial Properties

Attachment

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RON HO & ASSOC. --- RMT

005/005

BY:HARBORS DIV-ENRG BRCH : 5-29-98 :10:43AM ;

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808 945 2646: 4

File H.C. 1951



West Beach Estates
91-100 Kumoana Place
Kapolei, Hawaii 96707
Phone: (808) 673-7678
FAX: (808) 673-7670

Ko Olina Resort

January 2, 1998

*Via Facsimile & Mail
(587-1864), 1 Page*

Mr. Napoleon Agraan
Harbors Division
Department of Transportation
State of Hawaii
79 South Nimitz Highway
Honolulu, Hawaii 96813

**SUBJECT: PROPOSED ELECTRICAL EASEMENT FOR DEPARTMENT OF
TRANSPORTATION ("DOT") BARBER'S POINT HARBOR
NAVIGATIONAL LIGHTING PROJECT**

Dear Mr. Agraan:

West Beach Estates ("WBE") has preliminarily approved an electrical easement through West Beach Estates' property generally located along Kekai Place, for DOT's navigational lighting project. Final approval will be granted once final documentation for the easement has been prepared by DOT and agreed to by WBE.

Sincerely,

Kenneth M. Williams
Senior Project Manager

KMW:co
c: Tim Higa/Ron Ho & Associates