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TO: GENEVIEVE SALMONSON, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
DEPARTMENT OF HEALTH

FROM: BRIAN K. MINAAI *Brian K. Minai*  
DIRECTOR OF TRANSPORTATION

SUBJECT: KEEHI INDUSTRIAL LOTS DEVELOPMENT PLAN  
FINAL ENVIRONMENTAL ASSESSMENT (EA)  
TAX MAP KEYS: (1) 1-2-23: 029, 033-037, 040-042, 045-050, 053-054,  
056-066, 069-080, 082, AND 084-091

We are filing the Final Environmental Assessment (EA) for the Keehi Industrial Lots Development Plan in compliance with Chapter 343, Hawaii Revised Statutes, and Chapter 11-200, Hawaii Administrative Rules, State Department of Health. The State of Hawaii Department of Transportation Harbors Division has reviewed the Final EA for the subject project and has made a determination of a Finding of No Significant Impact (FONSI).

Enclosed are five (5) copies of the Final EA/FONSI, a completed OEQC Publication Form and Project Summary, a completed Final EA/FONSI Distribution Cover Letter to participants, and a completed Final EA/FONSI Distribution List.

We respectfully request that notice of this filing be published in the next scheduled issue of *The Environmental Notice*. The Final EA/FONSI is tentatively scheduled for distribution by June 7, 2002.

Should you have any questions, please contact Glenn Soma of the Harbors Division Engineering Planning Section at 587-2503. Thank you for your attention to this matter.

Enc.

c: Earl Matsukawa, Wilson Okamoto & Associates, Inc.

54

2002-06-23-0A-FA-

**FILE COPY**

**FINAL ENVIRONMENTAL ASSESSMENT**

**(Keehi Industrial Lots)  
Development Plan**

**Keehi, Oahu, Hawaii**

**Project No. H.C. 10043**



Prepared for:

**STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION**

Prepared by:

**Wilson Okamoto & Associates, Inc.  
Engineers and Planners**

U.S. DEPARTMENT OF ENVIRONMENTAL QUALITY CONTROL

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**Final Environmental Assessment**

**KEEHI INDUSTRIAL LOTS  
DEVELOPMENT PLAN**

**Keehi Lagoon, Kalihi Kai, Oahu, Hawaii**

Responsible Officer: \_\_\_\_\_



Brian K. Minaai, Director  
State of Hawaii Department of Transportation

Date: JUN 07 2002

Prepared For:

State of Hawaii  
Department of Transportation  
Harbors Division

Prepared By:

Wilson Okamoto & Associates, Inc.  
Engineers & Planners  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

June 2002

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**PREFACE**

This Final Environmental Assessment has been prepared in accordance with the requirements of Chapter 343, Hawaii Revised Statutes (HRS). The State Department of Transportation, Harbors Division (DOT-HAR) is proposing to redevelop an approximately 20-acre site located at Keehi Lagoon, Oahu. The proposed project involves the use of State lands and funds and, therefore, requires the preparation of an Environmental Assessment pursuant to Chapter 343, HRS.

***Portions of the Final EA that have been substantially revised from the Draft EA are bold and italicized.***

**PROJECT SUMMARY**

- Applicant:** State of Hawaii  
Department of Transportation  
Harbors Division  
79 South Nimitz Highway  
Honolulu, Hawaii 96813
- Accepting Authority:** State of Hawaii  
Department of Transportation
- Location:** Keehi, Oahu, Hawaii
- Tax Map Key:** 1-2-23: 29, 33 (por.), 34-37, 40-42, 45-50, 53-54, 56-66, 69-80, 82, and 84-91
- Land Area:** Approximately 20 acres.
- Recorded Fee Owner:** State of Hawaii
- Existing Use:** The majority of the parcels at the project site are leased for industrial-type uses under 30-day revocable permits. A list of tenants is provided in Table 2-1.
- State Land Use Classification:** The project site is within the State Land Use "Urban" district. The proposed project is consistent with this designation.
- County Zoning Designation:** The project site is within the I-2 Intensive Industrial zoning district. The proposed land uses are consistent with this designation.
- Proposed Action:** The proposed project involves the development of industrial lease lots at the project site for freight forwarders and other harbor-related uses.
- The project will commence with the preparation of a Phase II Environmental Site Assessment to determine the presence and extent of contaminants at the site. If such subsurface investigations determine site development to be feasible, the entire project site will be cleared and excavated to a depth of approximately two feet and surcharged with on-site material, supplemented with engineering fill. The material will be allowed to settle for at least one year before grading to establish the

finished elevation of approximately two to three feet above the existing grade.

Proposed infrastructure improvements include the construction of a paved access road, and improvements to the water, wastewater, electrical, telephone, and drainage systems at the project site.

**Anticipated Impacts:**

No significant adverse long-term impacts are anticipated to result from the proposed project. Short-term impacts to air and water quality and noise may occur during the construction phase of the proposed project. In the long-term the project is anticipated to have a positive economic impact by enhancing the productive capacity of the project site.

## **1. INTRODUCTION**

The State of Hawaii, Department of Transportation, Harbors Division (DOT-HAR) proposes to redevelop approximately 20 acres of land adjacent to Pier 60 at Keehi Lagoon. The site is presently occupied by various businesses under 30-day revocable permits issued by DOT-HAR. A study evaluating development alternatives has been completed and the recommended alternative calls for the development of improved industrial lease lots at the project site for freight forwarders and other harbor-related uses.

Several freight forwarders and commercial harbor users including Ameron Hawaii, American Marine Corporation, Island Movers, Royal Hawaiian Movers, International Express, and Hawaii Transfer Company were consulted to determine space and facility requirements for the proposed project. Ameron Hawaii presently leases land at the project site for unloading and storing shipments of sand while American Marine Corporation is a marine construction and commercial diving company. Island Movers, Royal Hawaiian Movers, International Express, and Hawaii Transfer Company are freight forwarding companies.

Proposed improvements include the construction of an internal road that will generally follow the alignment of an existing dirt road near the eastern boundary of the project site. On-site utility lines will be installed in the roadway corridor. A wastewater pump station will also be constructed near the southern end of the project site.

Off-site utility improvements include the extension of water, sewer, drainage, electric, and telephone lines to the project site boundary. Improvements will also be made to a 900-foot long roadway that provides access to the project site from Sand Island Access Road.

This Final Environmental Assessment was prepared pursuant to Chapter 343, HRS, and Title 11, Chapter 20, HAR (Department of Health), as the proposed project involves the use of state lands and funds.

## 2. SETTING AND PROJECT DESCRIPTION

### 2.1 PROJECT NEED AND PURPOSE

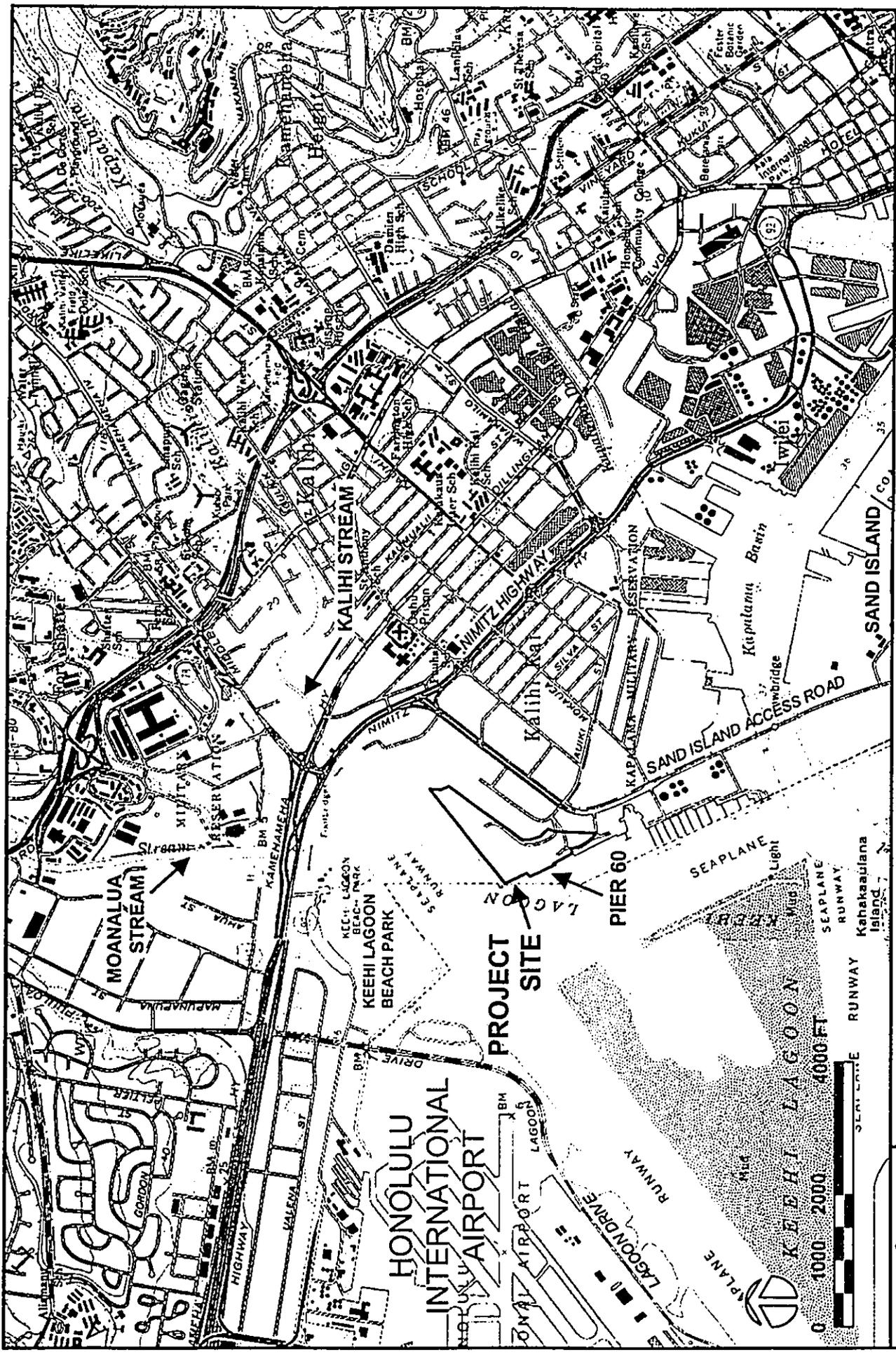
The *Keehi Industrial Lots Development Plan* was prepared by the DOT-HAR to identify and assess long-term development options and formulate recommendations to attain the best use of its land at the project site. Guidance for the future development of the Keehi Industrial Lots is provided by several waterfront and harbor plans that discuss the role of the project site in a broader context. These include the DOT-HAR's 1977 Keehi Lagoon Recreational Plan and subsequent 1987 update, the 1989 Honolulu Waterfront Master Plan, and the 1997 Oahu Commercial Harbors 2020 Master Plan. Applicable aspects of these plans to the project site are discussed in Section 4 of this Final EA. Elements of these plans were incorporated into the various development alternatives, which were subsequently evaluated in terms of cost, feasibility, and coherence with the long-term goals of the DOT-HAR.

In consideration of the existing congestion within the Honolulu Harbor area, DOT-HAR seeks to locate harbor-related uses to effectively utilize areas fronting and immediately inland of the waterfront. The project site includes slightly more than 20 acres of land situated at Pier 60, in proximity to both the interisland and overseas freight terminals. The current layout of the project site is inefficient and supporting infrastructure and utilities are inadequate or absent. Most of the current uses within the project site are considered non-maritime related. Hence, tenants operate under 30-day revocable permits as only maritime-related uses can be afforded long-term leases. Short-term revocable permits provide little incentive for tenant improvements and limit opportunities for obtaining financing for such improvements. Therefore, existing tenants and their businesses are limited in terms of prospects for growth and expansion.

The Keehi Industrial Lots Development Plan proposes the redevelopment of the project site to provide improved industrial lots with supporting infrastructure and access improvements. The Plan identifies maritime-related uses that could be afforded long-term leases for the improved lots. ***The primary lessees are likely to be freight forwarders that are involved in unpacking and consolidating general cargo items into shipping containers for interisland and overseas shipment.*** Redevelopment of the project site would provide appropriately sited, much needed industrial space consistent with the land use objectives and needs of DOT-HAR.

### 2.2 PROJECT LOCATION

Referred to as the Keehi Industrial Lots, the project site encompasses approximately 20 acres of reclaimed land at Keehi Lagoon, Kalihi Kai, Oahu (see Figure 2-1). The site includes Pier 60, which lies to the west of the Kalihi Channel of Honolulu Harbor.



**KEEHI INDUSTRIAL LOTS DEVELOPMENT PLAN ENVIRONMENTAL ASSESSMENT**

**LOCATION MAP**

**FIGURE 2-1**

  
**WILSON OKAMOTO & ASSOCIATES, INC.**  
 ENGINEERS - PLANNERS

The project site is bordered by the La Mariana Sailing Club to the south, Keehi Lagoon to the west at Pier 60, undeveloped reclaimed land along Keehi Lagoon to the north and the Pahounui Industrial Subdivision to the east.

### **2.3 OWNERSHIP**

The project site is owned by the State of Hawaii and is under the administration of the DOT-HAR. The project site includes Tax Map Key parcels 1-2-23: 029, 033 (por.), 34-037, 040-042, 045-050, 053-054, 056-066, 069-080, 082, and 083 (see Figure 2-2).

### **2.4 EXISTING USES, TENANTS, STRUCTURES**

The DOT-HAR currently allows the use of most parcels within the project site for a variety of industrial-type uses under 30-day revocable permits, while some parcels remain vacant.

At Pier 60, Ameron International Corporation, d.b.a. Ameron Hawaii, which operates a concrete batching facility in the neighboring Pahounui Industrial Subdivision, receives shipments of sand two to three times a month. Other uses within the project site include the marshalling, salvage, and recovery of recyclable materials; ocean container and equipment storage; boat construction and repair; manufacture and fabrication of goods; and construction/maintenance baseyards and office space.

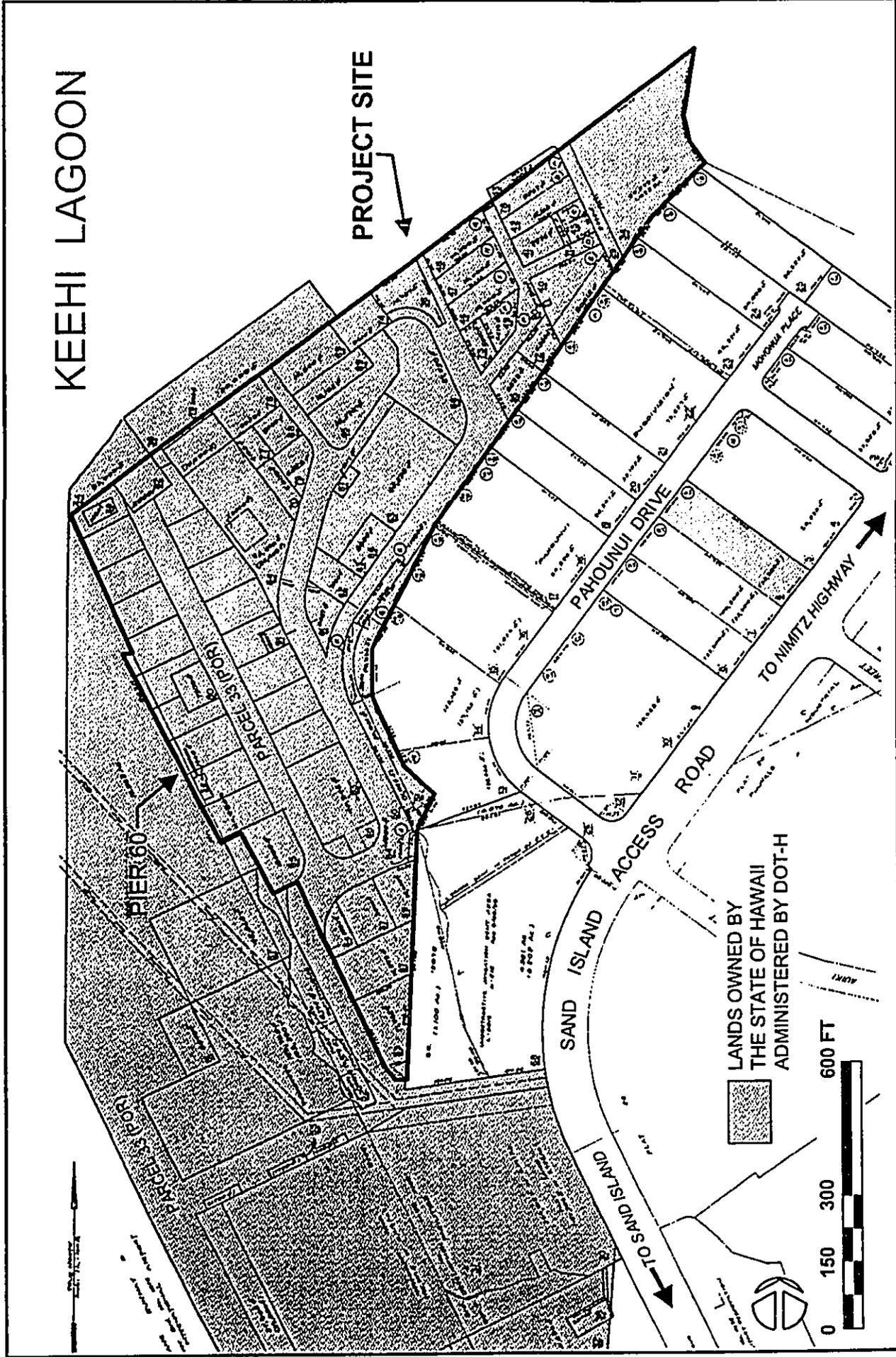
A comprehensive Phase I Environmental Site Assessment was completed in October 2000. The report includes detailed descriptions of the existing uses found on each parcel during the site visit. The following paragraphs summarize the uses observed at that time.

Recycling companies include Island Recycling, Incorporated; Kokua Recycle; Resource Recovery, Limited; Honda Recycle; and Aloha Tool & Rental, Incorporated, d.b.a. Honolulu Recovery Systems Company. Recycling operations include glass, plastic and paper processing. Doug's repair shop salvages material through equipment repair operations.

Container Storage Co. of Hawaii, Limited stores used ocean containers on their site. Norman's Tractor Service, Kumu Corporation, Kimo's Happy Pumping, and Samoa Maritime Company utilize their respective parcels for equipment storage. Anuenue Refuse, Incorporated and BFI of Hawaii, Incorporated, d.b.a. Waste Systems have office space as well as equipment storage space for refuse hauling operations.

KEEHI LAGOON

PROJECT SITE



KEEHI INDUSTRIAL LOTS DEVELOPMENT PLAN ENVIRONMENTAL ASSESSMENT

FIGURE 2-2

TMK 1-2-23  
PARCELS ADMINISTERED BY DOT-HARBORS

  
**WILSON OKAMOTO & ASSOCIATES, INC.**  
 ENGINEERS - PLANNERS

Boat construction companies include Hawaiian Catamaran Multihull Design, Arrow Marine, J's Machinery Service, Incorporated, Hawaiian Aqua Products, Incorporated, and Hawaiian Steelboat Building, Incorporated. Additionally, J's Machinery Service performs equipment repair and Hawaiian Aqua Products, Incorporated also fabricates plastic. The Friends of the Hokulea and Hawaii Loa restore, construct, and maintain Hawaiian canoes.

A & D Painting & Sandblasting, Incorporated and S.I. Builders, Incorporated have construction baseyards as well as office space within the project site. Other contractors with baseyards include Steinke Brothers, Incorporated; Erik Builders, Incorporated; R&C Specialists; R.T. Ozaki Roofing Incorporated; and Richard K. Masuda Masonry. Ameron Hawaii uses its site for accessory operations to concrete making, storage of aggregate, truck parking, and maintenance of settlement tanks used for recycling wastewater.

Aloha Agricultural Consultants, Inc., d.b.a. Niu Nursery and Pioneer Machinery are the only manufacturing operations within the project site. Niu Nursery operates a plant nursery and manufactures and stores garden supplies. Pacific Machinery manufactures pre-cast concrete items.

Table 2-1 lists the parcels, acreage, tenants, and the existing use of the property.

| <b>1-2-23:<br/>Parcel No.</b> | <b>Acres</b> | <b>Tenant</b>  | <b>Use of Property</b>   |
|-------------------------------|--------------|--|--|
| 29                            | 0.195        | Not leased   | Waterway   |
| 33 (por.)                     | 18.883       | Not leased   | Roadways, land, and water  |
| 34                            | 1.476        | Island Recycling, Inc.   | Marshalling of recyclables and storage of related equipment and vehicles |
| 35                            | 0.196        | P. White Jr. Properties<br>d.b.a. Container Storage Co.<br>of Hawaii, Ltd. | Storage of used ocean containers   |
| 36                            | 0.247        | Mr. Norman Ishikawa<br>d.b.a. Norman's Tractor<br>Service                  | Storage  |
| 37                            | 0.227        | Hawaiian Catamaran Multihull<br>Design                                     | Boat building operations   |
| 40                            | 0.459        | Island Recycling, Inc.   | Solid waste recycling and storage  |

| <b>Table 2-1 (Continued)</b>   |              |  |  |
|--|--------------|--|--|
| <b>Tenants and Existing Uses Under 30-Day Revocable Permits<br/>by Parcels and Acreage</b> |              |  |  |
| <b>1-2-23:<br/>Parcel No.</b>  | <b>Acres</b> | <b>Tenant</b>  | <b>Use of Property</b>   |
| 41   | 0.162        | Lincoln Timothy Saito<br>d.b.a. Kokua Recycle                        | Office and baseyard, glass processing facility, work vehicles, storage of related materials and equipment                  |
| 42   | 0.279        | R.T. Ozaki Roofing Inc.  | Office and baseyard  |
| 45   | 0.107        | Mr. Lloyd K. Sheppard<br>d.b.a. Arrow Marine                         | Boat building operations   |
| 46   | 0.230        | A & D Painting &<br>Sandblasting, Inc.                               | Office and construction baseyard   |
| 47   | 0.230        | Kimo's Happy Pumping   | Park company vehicles and store equipment  |
| 48   | 0.230        | J's Machinery Service, Inc.  | Maintenance baseyard   |
| 49   | 0.155        | Kumu Corps. & Island<br>Recycling, Inc.                              | Baseyard, marshalling of recyclables, maintenance yard and storage of related equipment and vehicles                       |
| 50   | 0.805        | Ameron International Corp.<br>d.b.a. Ameron Hawaii                   | Accessory to concrete making, storage of aggregate, truck parking, maintain settlement tanks used for recycling wastewater |
| 53   | 0.391        | Hawaiian Aqua Products, Inc.   | Boat building and plastic fabrication  |
| 54   | 0.115        | Steinke Bros., Inc.  | Construction baseyard  |
| 56   | 0.033        | Ameron International Corp.<br>d.b.a. Ameron Hawaii                   | Docking facility for barges  |
| 57   | 0.357        | Honda Recycle  | Recycling wreacked automobiles   |
| 58   | 0.090        | Pioneer Machinery, Inc.  | Manufactures pre-cast concrete items   |
| 59   | 0.230        | Hawaiian Steelboat Building,<br>Inc.                                 | Steel boat construction  |
| 60   | 0.926        | Resource Recovery Ltd.   | Recycling building materials   |
| 61   | 0.154        | Mr. Douglas J. Pagala<br>d.b.a. Doug's Repair Shop                   | Vehicle and equipment repairs and salvage  |
| 62   | 0.172        | S.I. Builders, Inc.  | Construction baseyard and office   |
| 63 (por.)  | 1.107        | Resource Recovery, Ltd.  | Marshalling of recyclable construction materials   |
| 64   | 1.042        | Aloha Tool & Rental, Inc.<br>d.b.a. Honolulu Recovery<br>Systems Co. | Baseyard, marshalling of recyclables, maintenance yard and storage of related equipment and vehicles                       |
| 65   | 0.433        | Friends of the Hokulea and<br>Hawaii Loa                             | Boat operations- restore, construct and maintain Hawaiian canoes   |
| 66 (por.)  | 0.64         | Aloha Agricultural Consultants,<br>Inc.<br>d.b.a. Niu Nursery        | Manufacturing and storage of garden supplies   |

**Table 2-1 (Continued)**  
**Tenants and Existing Uses Under 30-Day Revocable Permits**  
**by Parcels and Acreage**

| 1-2-23:<br>Parcel No. | Acres | Tenant  | Use of Property   |
|-----------------------|-------|---|---|
| 66 (por.)             |       | Erik Builders, Inc.   | Baseyard for general contractor   |
| 69                    | 0.290 | Alliance American Fire Protection, Inc.<br>d.b.a. Alliance Mechanical Contractors | Vacant  |
| 70                    | 0.115 | Aloha Tool & Rental, Inc.<br>d.b.a. Honolulu Recovery Systems Co.                 | Baseyard, marshalling of recyclables, maintenance yard and storage of related equipment and vehicles      |
| 71                    | 0.022 | Lincoln Timothy Saito<br>d.b.a. Kokua Recycle                                     | Office and baseyard, glass processing facility, work vehicles, storage of related materials and equipment |
| 72                    | 0.146 | Unlisted  | Baseyard for construction equipment   |
| 73                    | 0.115 | Kumu Corporation  | Storage of equipment  |
| 74                    | 0.217 | Mr. Richard M. Masuda<br>d.b.a. Richard K. Masuda Masonry                         | Baseyard for construction equipment   |
| 75                    | 0.018 | Aloha Tool & Rental, Inc.<br>d.b.a. Honolulu Recovery Systems Co.                 | Baseyard, marshalling of recyclables, maintenance yard and storage of related equipment and vehicles      |
| 76                    | 0.228 | R&C Specialists   | Office, baseyard, and storage   |
| 77 (por.)             | 0.096 | Anuenue Refuse, Inc.  | Office space and storage of equipment for refuse hauling operations                                       |
| 77 (por.)             |       | Aloha Tool & Rental, Inc.<br>d.b.a. Honolulu Recovery Systems Co.                 | Baseyard, marshalling of recyclables, maintenance yard and storage of related equipment and vehicles      |
| 78                    | 0.208 | George Poysky<br>d.b.a. Samoa Maritime Co.  | Storage of construction equipment   |
| 79                    | 0.157 | BFI of Hawaii, Inc.<br>d.b.a. Waste Systems                                       | Mobile office site, storage and maintenance baseyard for refuse equipment and containers                  |
| 80                    | 0.172 | Ameron International Corp.<br>d.b.a. Ameron Hawaii                                | Storage of aggregate materials  |
| 82                    | 0.195 | Pioneer Machinery, Inc.   | Manufactures pre-cast concrete items  |
| 83                    | 0.230 | Parcel dropped into Parcel 60   |   |

Source: State of Hawaii Department of Transportation, Harbors Division, Property Management Branch and Brewer Environmental Services, *Phase I Environmental Site Assessment Keehi Industrial Park Properties*, October 2000.

## **2.5 PROPOSED ACTION**

The proposed project involves the development of improved industrial lots at the project site. For planning purposes, the project site will be divided into eight lots ranging in size from 0.70 acre to 6.0 acres, including 7 leasable lots and an access road, as shown in Figure 2-3. The number, configuration, and size of the lots may be modified based on the needs of prospective tenants.

Several freight forwarders and commercial harbor users including Ameron Hawaii, American Marine Corporation, Island Movers, Royal Hawaiian Movers, International Express, and Hawaii Transfer Company were consulted to determine space and facility requirements for the proposed project. Ameron Hawaii presently leases land at the project site for unloading and storing shipments of sand while American Marine Corporation is a marine construction and commercial diving company based at Pier 13. Island Movers, Royal Hawaiian Movers, International Express, and Hawaii Transfer Company are freight forwarding companies.

On-site infrastructure improvements include the construction of a paved access road that generally follows the alignment of the existing dirt road near the eastern boundary of the project site. Water, sewer, drainage, electrical, and telephone lines will be installed in the roadway corridor and a wastewater pump station will be constructed near the southern end of the project site. Drainage improvements also include the widening of two open drainage channels at the project site.

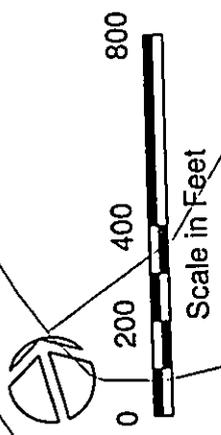
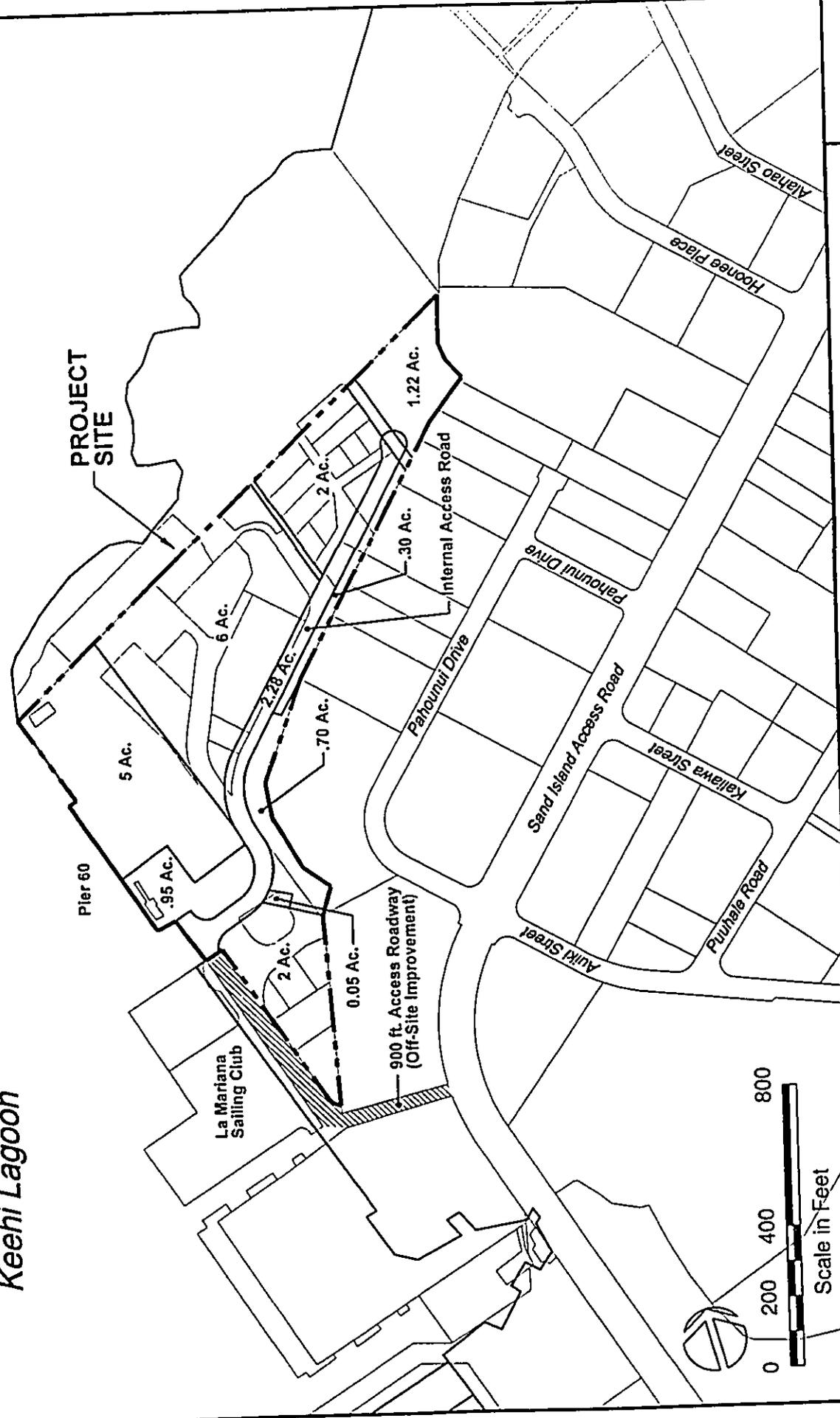
Off-site utility improvements include the extension of water, sewer, drainage, electric, and telephone lines to the project site boundary. Improvements will also be made to a 900-foot long roadway that provides access to the project site from Sand Island Access Road.

## **2.6 PROJECT SCHEDULE AND COST**

Although the DOT-HAR has not established a timeline for construction of the proposed project, the project can be broken into three phases. During the first phase a limited Phase II Environmental Site Assessment will be conducted to determine the presence and extent of subsurface contamination and appropriate remediation efforts. Following site remediation, the second phase, site preparation, will commence. Site preparation will involve clearing the entire project site, including the removal of structures. In addition, the project site will be excavated to a depth of approximately two feet and surcharged with on-site material supplemented with engineering fill. The material will be allowed to settle for at least one year before establishing the finished elevation of approximately two to three feet above the existing grade. The final phase involves the construction and installation of on-site and off-site infrastructure and construction of drainage improvements at the northern end of the project site.

6320-01fig1.DWG 14.03 10/05/01 M:\Woo\6321-01\Development Plan\Figures\

*Keehi Lagoon*



KEEHI INDUSTRIAL LOTS DEVELOPMENT PLAN ENVIRONMENTAL ASSESSMENT

**RECOMMENDED SITE LAYOUT**

FIGURE 2-3



The estimated cost of the proposed improvements is \$10,450,000. A breakdown of the cost for each phase is provided in Table 2-2.

| <b>Table 2-2<br/>Estimated Development Cost<br/>Recommended Development Plan</b>  |                            |
|---|----------------------------|
| <b>Development Components</b>   | <b>Cost</b>                |
| <b>Phase I Project Development</b><br>Limited Phase II Environmental Site Assessment  | \$36,100                   |
| <b>Phase II Project Development</b><br>Site Preparation<br>(clearing, excavation, surcharge, and grading)   | \$4,467,500                |
| <b>Phase III Project Development</b><br>Off-Site Infrastructure Improvements<br>On-Site Infrastructure Improvements   | \$2,199,500<br>\$3,725,000 |
| <b>Total Cost:</b>  | <b>\$10,428,100</b>        |
| <b>Say:</b>   | <b>\$10,450,000*</b>       |
| <small>* Excludes potential costs for additional soil testing and site remediation that may be required based on the findings of the Limited Phase II Environmental Site Assessment</small> |                            |

### **3. DESCRIPTION OF THE EXISTING ENVIRONMENT, PROJECT IMPACTS, AND MITIGATION MEASURES**

#### **3.1 CLIMATE**

The climate at the project site is characterized by relatively constant temperatures, persistent trade winds and infrequent severe rainstorms. The prevailing northeasterly trade winds account for about 60 percent of the winds affecting the Island. The mean monthly velocity of the wind varies between 10 and 15 miles per hour.

Daily maximum temperatures range from the high 70's in the winter to the upper 80's in the summer. Daily minimum temperatures vary from the low 60's in the winter to the low 70's in the summer.

Rainfall on Sand Island is relatively low, about 20 to 25 inches per year. Generally, about 50 percent of the total annual rainfall occurs during the three wettest months, December through February.

#### **Impacts**

No impacts on climatic conditions are anticipated as a result of the construction and operation of the proposed project.

#### **3.2 GEOLOGY**

The project site consists primarily of reclaimed land within the narrow coastal plain that spans Oahu's south-central coast, geologically referred to as the Honolulu Plain. The Honolulu Plain and much of the southern edge of Oahu is underlain by a broad, elevated coral reef, covered by alluvium deposited by streams originating in the Koolau Range. The coral reef was formed during the higher sea levels that occurred in prehistoric times. The Honolulu Plain ranges in elevation from zero to ten feet.

The entire Keehi Lagoon and reef area lies in the Pearl Harbor portion of Oahu's coastal plain. It is essentially underlain by a sequence of reef limestone and noncalcareous marine sediments. Flows from the Honolulu Volcanic Series may also be found interspersed with the limestone, and occasional formations of alluvial material contribute to bedding formations. The total thickness of coastal plain sediments is estimated at 1,200 feet.

Keehi Lagoon is protected from the open ocean by a fringing coral reef. Shoreward of the reef are sedimentary deposits that largely consist of consolidated, calcareous marine sediments from an old, emerged reef. Along the shoreline are unconsolidated, calcareous beach sands composed primarily of shell fragments, coral, and coralline algae.

### **Impacts and Mitigation Measures**

During the site preparation phase of the project, the entire project site will be excavated to a depth of approximately two feet and surcharged with on-site material supplemented with engineering fill. The material will be allowed to settle for at least one year before establishing the finished elevation of approximately two to three feet above the existing grade. Excavation and grading activities are not expected to have any significant impact on the subsurface of the project site, as the area is comprised of fill material. The addition of engineering fill will augment the onsite material to provide a geotechnically sound surface for the construction of tenant improvements.

### **3.3 TOPOGRAPHY**

The Honolulu coastal plain ranges in elevation from zero to ten feet above sea level. The topography in the vicinity of the project area ranges from near sea level at the shoreline to approximately 5.5 feet at Sand Island Access Road and approximately 10 feet along Nimitz Highway (see Figure 4-1). Exclusive of intermittent small landforms and depressions in the undeveloped areas, the project area is relatively flat.

The Keehi Lagoon estuary and associated tidal flats and wetlands are located adjacent to the northwest and southwest perimeter of the project site. Two natural open, unlined drainage channels cross the northern half of the project site to empty into the Lagoon. The parcels located in the vicinity of the drainage ditches become partially inundated during periods of high tide.

### **Impacts and Mitigation Measures**

Development of the project will require the clearing of existing structures and grading of the project site. No adverse impacts to the topography of the project site are anticipated as a result of the proposed industrial lot development. Subsequent to surcharge activities, the material will be allowed to settle for at least one year. The project site will then be graded to a finished elevation of approximately six to seven feet to avoid flood hazards associated with base flood elevations of four and five feet within the project site. The increase in site elevation will also mitigate existing drainage problems associated with tidal fluctuations.

### **3.4 SOILS**

According to the U.S. Soil Conservation Service (1977), the land type in the project vicinity is classified as fill land, mixed (FL), which belongs to the Lualualei-Fill land-Ewa association (see Figure 3-1). This land type occurs mostly near Pearl Harbor and in Honolulu, adjacent to the ocean, and is used for urban development, including airports, housing areas, and industrial facilities. FL consists of two general soil conditions, the first of which is dredged fill resting upon one to two feet of mud underlain by a coral ledge. The second type, located along the shoreline perimeter and near Kapalama Channel, is dredged fill placed upon soft lagoonal deposits where a coral ledge is not present.

The soil type occurring east of the project site, mauka of Sand Island Access Road, is Ewa silty clay loam, moderately shallow, 0 to 2 percent slopes (EmA). This soil occurs on alluvial fans and terraces where a dark reddish-brown silty clay loam extends approximately 20 to 50 inches to a substratum of coral limestone, sand, or gravelly alluvium. Runoff is very slow, and the erosion hazard is no more than slight.

A geotechnical investigation of the project area was conducted by Geolabs-Hawaii in August of 2000. Six borings were made, extending to depths between 61.5 and 182 feet below the existing ground surface. The investigation found that the project site is underlain by a surface fill layer approximately 10 feet thick consisting of medium dense to dense silty sands and gravels. Beneath this layer are lagoonal deposits extending to the maximum explored depth of 182 feet. These lagoonal deposits generally consist of very loose to medium dense silty sands and gravels and very soft to stiff clays with fine sands. The ground water table was encountered at depths ranging from approximately three to seven feet below the existing ground surface.

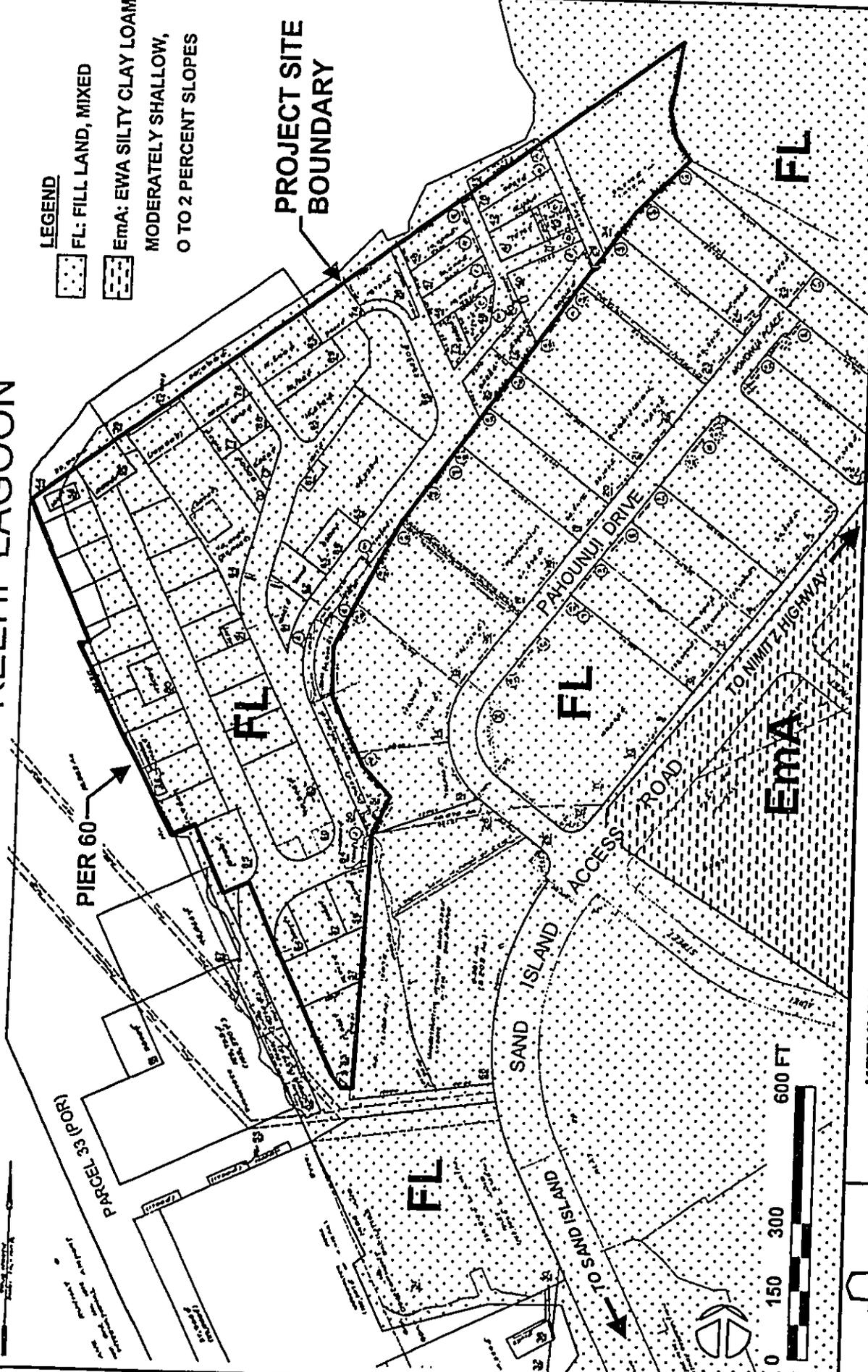
The geotechnical report recommends lightly loaded structures to be supported on a shallow foundation system consisting of spread and/or continuous footings bearing on the relatively dense surface fill layer. Footings should be embedded a minimum of 18 inches below the lowest adjacent finished grades, but should be kept as shallow as possible within the surface fill layer, limiting footing depth to approximately 24 to 30 inches below the existing ground surface.

For heavier structures, pile foundations are recommended, although the preliminary design analysis for a pile design capacity of 50 tons based on a 16.5-inch octagonal prestressed concrete pile indicates that piles must extend from 105 to 115 feet below the existing ground surface.

# KEEHI LAGOON

- LEGEND**
-  FL: FILL LAND, MIXED
  -  Ema: EWA SILTY CLAY LOAM, MODERATELY SHALLOW, 0 TO 2 PERCENT SLOPES

**PROJECT SITE BOUNDARY**



KEEHI INDUSTRIAL LOTS DEVELOPMENT PLAN ENVIRONMENTAL ASSESSMENT

## SOILS

FIGURE 3-1



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***A comprehensive Phase I Environmental Assessment for the project site was completed in October 2000 by Brewer Environmental Services. The report evaluates the existing conditions within and around the project site and its environmental history, identifying areas of potential environmental concern. Research consisted of a review of historical and regulatory records, present conditions, site geology and hydrology, and personal interviews. Additionally, a site reconnaissance was conducted. In general, the potential environmental concerns included the following: use of hazardous chemical-containing materials associated with site activities; generation of potentially hazardous and non-hazardous waste associated with waste oil, solvents, and lead-acid batteries; stained patches of soil due to spills and leaks from vehicles and construction equipment; the existence of potential polychlorinated biphenyl (PCB)-containing electrical transformers located along the access road; and the existence of leaking underground storage tank (LUST) sites located within 0.5 miles of the project site, or on properties close enough to be considered a concern based on Department of Health records.***

#### **Impacts and Mitigation Measures**

No adverse impacts to soils at the project site are anticipated. A Phase II Environmental Site Assessment will be conducted to determine the presence and extent of soil contamination at the project site, followed by necessary mitigation measures as required by applicable federal and state regulations. The proposed development involves the excavation of the entire project site to a depth of approximately two feet. The project site will then be surcharged with the excavated on-site material supplemented by engineering fill. ***Approximately 120,000 cubic yards of imported engineering fill will be used for site preparation.*** Subsequent to surcharge activities, the material will be allowed to settle for at least one year before establishing the finished elevation of approximately two to three feet above the existing grade. Excavation and grading activities will comply with City and County of Honolulu grading ordinances and include appropriate erosion control measures.

### **3.5 COASTAL RESOURCES**

Coastal waters in the vicinity of the project site are designated Class A by the State of Hawaii Department of Health. The objective of Class A classification is to protect water quality for recreational purposes including swimming, bathing, and other water contact sports and for aesthetic enjoyment. Generally, discharges that have not received the best degree of treatment or control are not allowed in Class A waters.

### **Impacts and Mitigation Measures**

The project is anticipated to have no impact on coastal resources in the vicinity of the project site. During construction, appropriate Best Management Practices (BMP's) will be implemented to minimize impacts to coastal waters. Measures that may be implemented include erecting silt fences, directing runoff to retention and detention basins, and paving or revegetating exposed areas as soon as practicable.

***In the long-term, proposed drainage improvements within the project site will collect and discharge drainage into the two existing open drainage channels, which will also be improved in support of the proposed project. The constituents of drainage from the project site are anticipated to improve with regard to water quality as the proposed drainage improvements will comply with storm water quality control standards. The volume of discharge from the project site is anticipated to increase as most of the site will likely be built over or paved.***

### **3.6 GROUND WATER**

According to the State Department of Land and Natural Resources (DLNR) aquifer classification system, the aquifer underlying the majority of the project site is the Kalihi aquifer system of the Honolulu aquifer sector. Approximately 1.5 acres of the northernmost portion of the project site overlies the Moanalua aquifer system of the Honolulu aquifer sector.

As part of the ground water protection strategy for the State of Hawaii, the State Department of Health initiated a classification program to assigning Aquifer Codes and Status Codes to principle aquifers in the State. The Aquifer Codes incorporates locational and descriptive indices, while the Status Codes indicate the developability, utility, quality, uniqueness, and vulnerability to contamination of ground-water resources. As is the case within the DLNR aquifer identification system, the DOH classification system's Aquifer Code identifies the aquifer system underlying the majority of the project site as the Kalihi Aquifer System, located within the Honolulu Aquifer Sector of Oahu Island. The northernmost portion of the project site is underlain by the Moanalua Aquifer System, also within the Honolulu Aquifer Sector of Oahu Island.

The Kalihi Aquifer System contains four Aquifer Types that are differentiated by their respective Status Codes. The Status Code reflects the hydrologic conditions and geologic structures that comprise the aquifer type. Two of the four aquifer types present in the Kalihi system exist beneath the project site at different depths. With regard to the upper aquifer, the Status Code indicates the following: it is a basal, unconfined aquifer that consists of sedimentary soils; it has been developed with wells, but is not being used to produce drinking water; it is not considered to be

ecologically important; it has been assigned an aquifer uniqueness status of Replaceable; it is considered to be Moderate in salinity, with chloride concentrations of 1,000-5,000 milligrams per liter (mg/L); and it is highly vulnerable to contamination.

The Status Code for the lower aquifer indicates the following: it is a basal, confined aquifer comprised of horizontally extensive lavas; the aquifer has been developed and is used for drinking water, it has been assigned an aquifer uniqueness status of Irreplaceable, the aquifer is considered to be Fresh, with chloride concentrations less than 250 mg/L; and the aquifer has a low vulnerability to contamination. The Moanalua aquifer system is described similarly to the Kalihi aquifer system except that the upper aquifer system has potential use, but is not currently in use.

It is important to note that no valuable ground-water bodies on the Island of Oahu can be classified as Replaceable, and most unconfined aquifers are vulnerable to pollution. The aquifer classification and contamination indices are consistent with the U.S. Environmental Protection Agency's Groundwater Protection Guidelines.

#### **Impacts and Mitigation Measures**

The proposed project is anticipated to have no impact on groundwater resources. The water table in the area is very shallow and is subject to tidal fluctuations. Construction activity and long-term industrial use of the site is not anticipated to introduce contaminants into the groundwater.

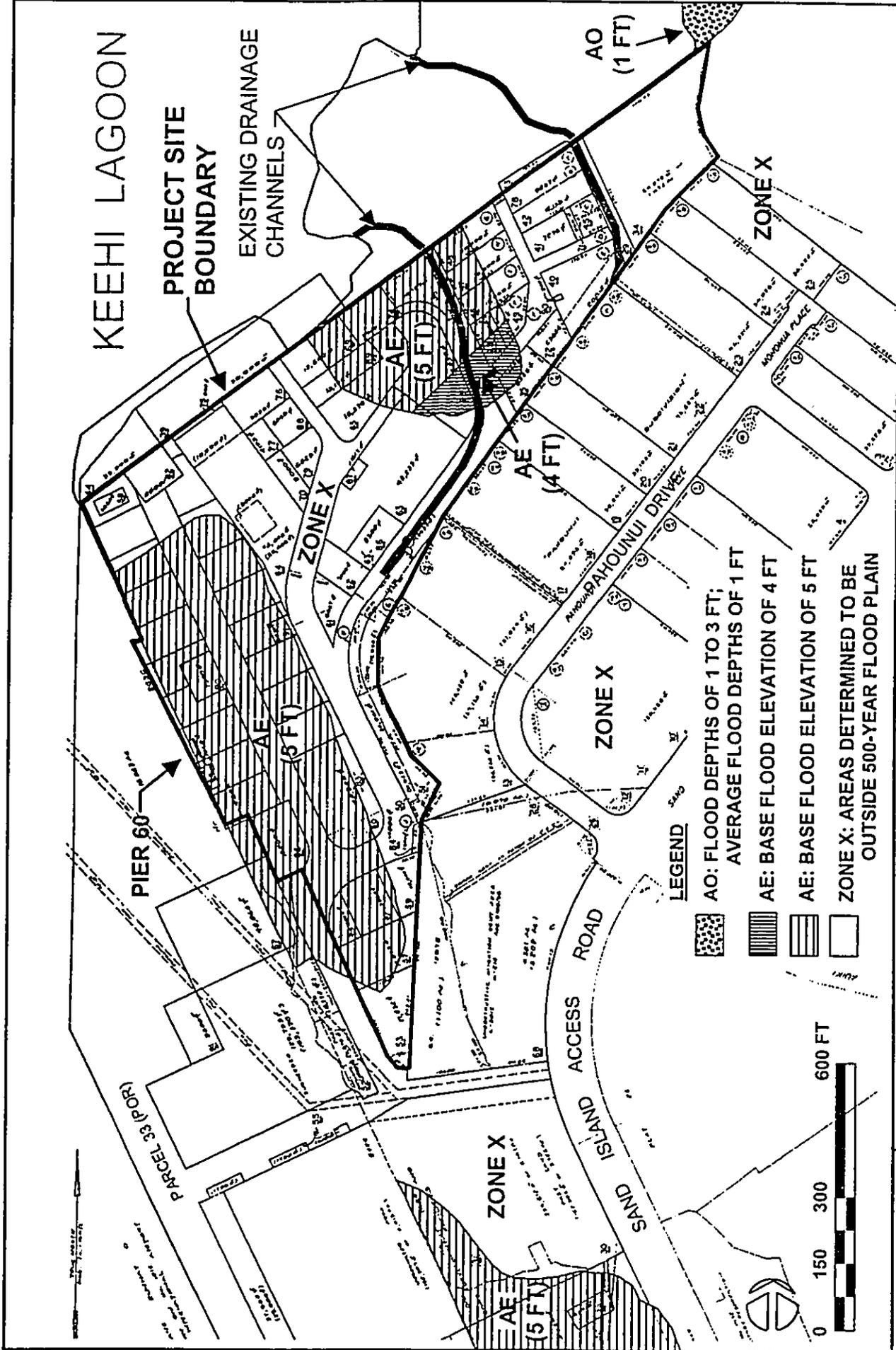
### **3.7 FLOOD AND TSUNAMI HAZARD**

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), FEMA Map Number 15003C0353 E, portions of the project site are identified as within Zone AE, where base flood elevations have been determined to be between four and five feet (see Figure 3-2). The remainder of the site lies within Zone X, which is determined to be outside the 500-year flood plain.

According to the tsunami evacuation zone maps produced by the Joint Institute for Marine and Atmospheric Research and the State Civil Defense System, the project site is not within a tsunami evacuation zone.

#### **Impacts and Mitigation Measures**

It is unlikely that construction and operation of the proposed building will result in flooding of the project site or the surrounding area. Potential flood impacts for portions of the project site within Zone AE will be mitigated by complying with the provisions of Sections 21-9.10-4 and 21-9.10-6 of the City and County of Honolulu's Land Use Ordinance, which regulate development within the flood hazard and flood fringe district. Applicable provisions include:



**KEEHI INDUSTRIAL LOTS DEVELOPMENT PLAN**

**FLOOD ZONES**

FIGURE 3-2

**WILSON OKAMOTO & ASSOCIATES, INC.**  
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- (1) All construction and improvements shall have the lowest floor elevated to or above the regulatory flood elevation; or, together with attendant utility and sanitary facilities, be designed and constructed so that below the regulatory flood elevation, the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy due to the regulatory flood.
- (2) The structure above the regulatory flood elevation shall be securely anchored to the foundation to resist movement and flotation due to the regulatory flood.

After the completion of grading activities, the finished grade of the proposed improved industrial lots will be approximately two to three feet above the existing grade, or six to seven feet in elevation, which is above the base flood elevations determined for the project site.

### **3.8 FLORA AND FAUNA RESOURCES**

Generally, the project site and surrounding area are highly altered urban environments providing little habitat for any terrestrial flora and fauna. Vegetation in the Sand Island area is influenced by low rainfall, saline soil, infilling of the area, and the high degree of development and human activity. Consequently, only a small variety of plant life, characterized as drought resistant and highly salt tolerant, can be found in the vicinity. Such vegetation includes pluchea, pickleweed, and mangrove. No Federal or State listed or candidate threatened or endangered species are found at the project site.

Faunal species in the vicinity of the project site consist of mammals and birds that have adapted to the urban environment. Mongooses, rats, mice, and cats are common. Avifauna species presumed to inhabit the project site are those common to urban areas and include common mynah, house finch, barred dove, house sparrow, Brazilian cardinal, red-vented bulbul, spotted dove, and pigeon.

#### **Impacts and Mitigation Measures**

Development of the proposed project will require the clearing of any existing vegetation at the project site. No significant impact is anticipated, however, as there are no known threatened or endangered species of flora or fauna inhabiting the highly altered urban environment of the project site. No loss of habitat will occur as a result of the proposed redevelopment of the project site.

### **3.9 AIR QUALITY**

Air quality at the project site is primarily affected by vehicular emissions from surrounding roadways. Nimitz Highway and Sand Island Access Road are the major roadways in the vicinity of the project site that carry heavy volumes of traffic. Fugitive dust from the existing dirt road at the project site also affects ambient air quality, and the DOT-HAR waters the road regularly as a dust control measure. Fugitive dust in the area also occurs as a result of operations carried out by Resource Recovery Ltd., which recycles building materials such as steel rebars. As the demolition of concrete structural elements is required to recover internal steel form materials, recycling activities produce a notable amount of dust. Prompted by complaints from area businesses, Resource Recovery, Inc. erected dust barriers to help contain fugitive dust.

Generally, air quality in the vicinity of the project area is considered to be good and meets National Ambient Air Quality Standards (NAAQS) and State Ambient Air Quality Standards (SAAQS). The State Department of Health (DOH) monitors air quality at selected locations throughout the State. In 1990, the DOH Downtown Honolulu monitoring station, which is located approximately 2.6 miles from the project site, measured the volume of particulate matter ten microns or less in diameter at an annual average of 21 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ). This is significantly less than the State and Federal standard of 50  $\mu\text{g}/\text{m}^3$ . The DOH's Sand Island monitoring station, which only monitors ozone, measured annual one-hour average ozone concentrations at 54  $\mu\text{g}/\text{m}^3$ . This is significantly less than the Hawaii State standard of 100  $\mu\text{g}/\text{m}^3$  and the Federal standard of 235  $\mu\text{g}/\text{m}^3$ .

Air quality in the project area is positively influenced by the presence of the northeast tradewinds that predominate throughout the year and blow pollutants from inland areas out to the sea. Problems of poor air quality are more likely to occur when tradewinds diminish or give way to southerly winds. Localized problems of poor quality may occur under adverse Kona wind conditions in areas of intense industrial development or along heavily used roadways.

#### **Impacts and Mitigation Measures**

The proposed project will have short-term construction-related impacts on air quality, including the generation of dust and emissions from construction vehicles and equipment. The contractor will be responsible for complying with State Department of Health (DOH) Administrative Rules, Title 11, Chapter 60, "Air Pollution Control."

During the construction phase, two potential types of air pollution emissions will likely occur: 1) Fugitive dust from soil excavation and the movement of construction vehicles; and 2) Carbon monoxide and nitrogen oxide emissions from on-site construction equipment.

**Construction activities must comply with provisions of Hawaii Administrative Rules, Chapter 11-60.1, "Air Pollution Control," Section 11-60.1-33, Fugitive Dust. Compliance with State regulations will require adequate measures to control fugitive dust by methods such as, but not limited to:**

- **Planning the different phases of construction, focusing on minimizing the amount of dust generating materials and activities, centralizing on-site vehicular traffic routes, and locating potentially dusty equipment in areas of the least impact;**
- **Providing an adequate water source at the project site prior to start-up of construction activities;**
- **Landscaping and rapid covering of bare areas, including slopes, starting from the initial grading phase;**
- **Controlling of dust from shoulders and access roads;**
- **Providing adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities; and,**
- **Controlling dust from debris being hauled away from the project site.**

Exhaust emissions from construction vehicles are anticipated to have negligible impacts on air quality in the project vicinity as emissions would be relatively small and readily dissipated.

No significant adverse impacts are anticipated upon completion of the proposed project. In the long-term, the primary generator of air quality pollutants is likely to be vehicular emissions. The proposed project, however, is anticipated to improve traffic flow at the project site, thereby mitigating potential air quality impacts.

### **3.10 NOISE**

Noise in the vicinity of the project site is primarily generated by vehicular traffic and aircraft overflights. The project site is in the path of tradewind aircraft departures, particularly from the Reef Runway of Honolulu International Airport, which is approximately 6,000 feet west of the project site. Within the project boundary, the movement of heavy vehicles and machinery are primary sources of noise, as is to be expected in an industrial area.

### **Impacts and Mitigation Measures**

Noise from construction activities will likely be unavoidable during the entire construction period. Unavoidable construction noise impacts will be mitigated to some degree by the contractor's compliance with the provisions of the State DOH Administrative Rules, Title 11, Chapter 46, "Community Noise Control" noise regulations. These rules require a noise permit if the noise level from construction activity is expected to exceed the allowable levels stated in the Chapter 46 rules. It shall be the contractor's responsibility to minimize noise by properly maintaining noise mufflers and other noise-attenuating equipment, and to maintain noise levels within regulatory limits.

In the long-term, vehicular traffic is anticipated to be the primary generator of noise at the project site. No significant impacts are anticipated, however, as the volume of vehicular traffic is anticipated to be similar to existing conditions and there are no noise-sensitive land uses in the immediate vicinity of the project site.

### **3.11 ARCHAEOLOGICAL AND CULTURAL RESOURCES**

Due to the highly developed nature of the project site, and considering that the project site consists of reclaimed land, no archaeological resources are believed to be present at the site. Prior to 1943, the project site consisted of a series of fishponds. ***According to Sterling and Summers' Sites of Oahu, these included the 'Apili, Pahouiki, Pahounui and Ananoho fishponds. Between 1943 and 1952, almost all areas of the project site were submerged as part of Keehi Lagoon.*** Landfill activities began in 1952, and by 1959, approximately half of the project site had been reclaimed. Development within the project site began around 1968, and by 1992, most of the project site was in its present configuration. ***The State Historic Preservation Division (SHPD) of the Department of Land and Natural Resources (DLNR) has conducted a review of the project site based on historic records, maps and aerial photographs. In a letter dated September 25, 2001 (see Section 8.1), the SHPD indicated that their review showed "that there are no known historic sites at this location." Moreover, it stated that "(t)his area has been in-filled to enlarge the shoreline and it is unlikely that historic sites will be found." A subsequent letter dated January 16, 2002 (see Section 8.2) reiterated this position.***

***Cultural activities that were historically associated with the former fishponds and shoreline area of the project site were terminated by previous land reclamation. Subsequent development of the project site with various industrial-type uses has left little habitat for any terrestrial flora and fauna that may be of cultural value. Plants found within the project site include salt tolerant species such as pluchea and pickleweed, which are common in untended areas in the general vicinity of the project site.***

*Offshore of the project site, Keehi Lagoon offers opportunities for various ocean and shoreline-related cultural activities such as outrigger canoeing, fishing and gathering. Presently, however, there is no legal public access through the project site to Keehi Lagoon or the marshy shoreline area bordering the project site to the northwest. Pier 60, which adjoins Keehi Lagoon, is administered by the DOT-HAR as a commercial harbor facility, hence, public use for boating activities and shoreline access is prohibited. The marshy shoreline area abutting the northwest boundary of the project site, which is comprised of reclaimed land administered by the DLNR, is not legally accessible through the project site.*

#### **Impacts and Mitigation Measures**

*Considering that the site consists of reclaimed land, it is unlikely that any subsurface archaeological resources are present. In the aforementioned letters from the SHPD dated September 25, 2001 and January 16, 2002 (see Sections 8.1 and 8.2, respectively), the SHPD expressed their belief that the proposed project will have "no effect" on historic sites. However, in the event that archaeological remains are uncovered during construction, work in the immediate vicinity will cease and the Department of Land and Natural Resources, Historic Preservation Division will be notified immediately.*

*No change in impact on cultural resources or practices in the vicinity of the project site is anticipated as a result of the proposed project. Public access through the project site to the marshy shoreline along the northwest will continue to be unavailable and Pier 60, for which no improvements are proposed, will continue to be administered by the DOT-HAR as a commercial harbor facility, prohibiting public use for boating activities and shoreline access.*

*The project site is visible from Keehi Lagoon and its physical appearance will change as result of its proposed redevelopment. For those involved in ocean and shoreline cultural activities within Keehi Lagoon, this change will be perceived as more intensive urbanization along this coast. Due to the flat topography of the region, however, structures built on the project site within the 60-foot height limit established by the City's Land Use Ordinance will not obstruct prominent landforms that may be used for ocean navigation.*

### **3.12 RECREATIONAL RESOURCES**

The major recreational resource in the vicinity of the project site is Keehi Lagoon Beach Park, located approximately 0.3 mile to the northwest, adjacent to the Honolulu International Airport. Facilities to support canoe races are located at Keehi Lagoon Beach Park, including a judging pavilion overlooking the course for races and regattas, an area for storing canoes, and a comfort station. Other parks in the vicinity of the project site include Kalakaua District Park, located 0.8 mile to the east; Mokauea Street Mini Park and Kalihi Waena Neighborhood Park, located 0.9 mile and 1.2 miles to the northeast, respectively; and Fern Community Park, which is 1.1 miles to the north.

The Keehi Small Boat harbor is located to the south of the project site and includes 389 berths, two ramps, two piers/loading docks, a harbor office, restrooms, showers, and a waste oil shed. Keehi Lagoon has an additional 202 moorings. These facilities are under the administration of DLNR's Boating and Ocean Recreation Division.

The La Mariana Sailing Club is adjacent to the southern boundary of the project site. It is a private yacht club located on land administered by the DOT-HAR with 80 boat slips, and restaurant and bar facilities.

#### **Impacts and Mitigation Measures**

No impacts on parks and park facilities in the vicinity of the project site are anticipated as a result of the construction and operation of the proposed project, as the project involves the redevelopment of an existing industrial area to provide improved industrial lots. No increase in park use is anticipated due to the prospective tenants.

Although the *Oahu Commercial Harbors 2020 Master Plan*, the latest plan to provide guidance for the development of Honolulu Harbor, recommends the development of a commercial fishing and recreational marina in the area fronting Pier 60 and the La Mariana Sailing Club, there the concern that a potentially hazardous mix of recreational and commercial vessel traffic could result. Pier 60 is unique in that it is a dirt pier with a low elevation, enabling the loading and unloading of material and equipment that would otherwise damage the surface of a commercial pier. Subsequent to the redevelopment of the project site, it would be practical to lease lots adjacent to Pier 60 to tenants who regularly utilize Pier 60 for its unique function. Since tenants would be commercial users, commercial vessel traffic in the waters near Pier 60 may increase. DOT-HAR would mitigate any increase in traffic hazards by enforcing harbor safety measures as necessary.

### **3.13 SOCIO-ECONOMIC CONSIDERATIONS**

#### **3.13.1 Economic Characteristics**

Economic activity at the project site, and within the Sand Island area in general, consists primarily of light industrial uses such as recycling facilities, automobile and equipment repair shops, warehousing, and maritime support facilities. The project site is currently used by various tenants under 30-day revocable permits, as discussed in Section 2.4.

##### **Impacts and Mitigation Measures**

In the short-term, construction of the proposed improvements will require the displacement of existing tenants, thereby disrupting economic activity at the project site. DOT-HAR will also sustain the loss of rental income from the project site for a period of at least one year due to clearing, excavation, surcharge, and construction activities. However, in the long term, the proposed project will have a favorable economic impact by enhancing the productive capacity of the project site for maritime-related uses.

#### **3.13.2 Displacement of Existing Tenants**

As provided in Table 2-1, there are presently about 40 businesses occupying the project site. All of the businesses occupy the site under 30-day revocable permits.

##### **Impacts and Mitigation Measures**

Development of the project site will require the displacement of existing tenants. The businesses, however, have been notified that the long-term development of the site is being considered. As there is no schedule for the proposed development, DOT-HAR will be able to provide existing tenants with adequate time to relocate when development is pursued. The existing businesses are considered non-maritime-related uses and, therefore, cannot be afforded long-term leases at the project site.

#### **3.13.3 Police, Fire and Ambulance Service**

Police: Police protection services are provided by the Honolulu Police Department (HPD). The project site is located within HPD's Patrol District 5, which extends from the Pali Highway in the east to Aliamanu in the west.

Fire: Fire protection services are provided by the Honolulu Fire Department. Fire stations in the vicinity of the project site include the Kalihi Kai Fire Station located about one mile east of the project site and the Kalihi Fire Station located about 1.5 miles northeast of the project site.

**Ambulance:** The nearest Emergency Medical Service (EMS) ambulances are based at the Queen's Medical Center and St. Francis Hospital.

**Impacts and Mitigation Measures**

Although the proposed project will occasionally require police, fire and ambulance services, the project site is within existing service areas and the demand generated by the project will be comparable to existing demand.

**3.14 INFRASTRUCTURE AND UTILITIES**

**3.14.1 Roadway System**

Vehicular access to the project site is off of Nimitz Highway, via Sand Island Access Road to an unnamed roadway on the south side of the Pahounui Industrial Subdivision. The roadway is asphalt-paved for approximately 400 feet as it enters the project site. Subsequently, the road surface transitions to gravel with several forks accessing the interior of the site. Nimitz Highway/Ala Moana Boulevard is a major divided highway providing an important link between the airport area, Downtown Honolulu, and Waikiki. Four lanes in each direction accommodate traffic from the Keehi interchange to Sand Island Access Road. From Sand Island Access Road to Iwilei, there are three through lanes in each direction. The neighboring Pahounui Industrial Subdivision to the east of the project site is served by city streets from Sand Island Access road, including Pahounui Drive and Mohonua Place.

**Impacts and Mitigation Measures**

An approximately 900-foot long right-of-way connecting the project site to Sand Island Access Road will be constructed to provide access to the proposed industrial lots. The 56-foot right-of-way will meet all City standards and include asphalt concrete pavements, curbs, gutters, sidewalks, streetlights, and a drainage system.

Future traffic associated with the proposed project is not anticipated to further impact the operation of roadways and intersections in the vicinity of the project site. The overall volume of vehicles associated with the proposed industrial uses will be comparable to or slightly higher than that associated with current uses, and the mix of vehicle type will also be comparable. The proposed roadway serving the project site will mitigate any additional traffic impacts and generally improve traffic operation and motorist safety at its intersection with Sand Island Access Road. Regionally, freight forwarding operations relocating from the Kapalama Military Reservation to the project site would marginally reduce traffic on Nimitz Highway for trips to overseas terminal facilities on Sand Island, since these facilities could be accessed from the project site without using Nimitz Highway. Trips between the project

site and interisland terminal facilities at Pier 39 could also marginally reduce traffic on Nimitz Highway, as Auiki Street could be used as an alternative route.

### **3.14.2 Water System**

Several parcels within the project site have water service. Board of Water Supply (BWS) records indicate that a BWS meter is located near the project site on Pahounui Drive, fronting the McKesson Building and Ameron Hawaii. ***Within the project site only parcel 64 has BWS water service consisting of a ¾-inch water meter and a 2-inch water meter.*** The remaining parcels with water service have submeters owned by DOT-HAR.

The BWS distribution system nearest to the project site is located beneath Pahounui Drive and Sand Island Access Road (see Figure 3-3). There is a 12-inch waterline that runs along Sand Island Access Road from Nimitz Highway. The 12-inch line continues north along Sand Island Access Road and increases to 16-inches at the intersection with Auiki Street. Tapping off from the 12-inch line in Sand Island Access Road is an 8-inch line that runs along Pahounui Drive.

#### **Impacts and Mitigation Measures**

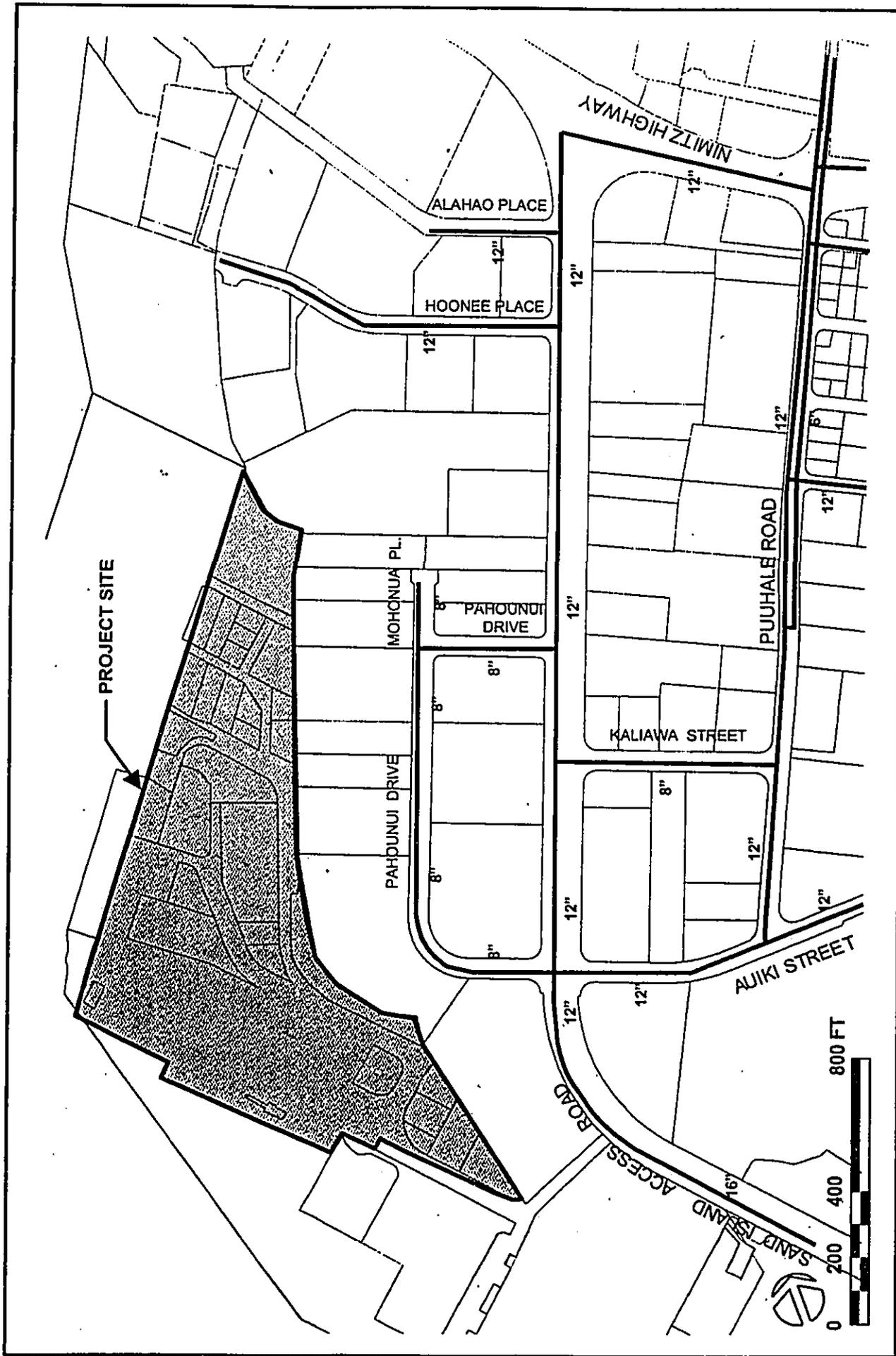
Proposed improvements to the water system include the installation of a 12-inch waterline and fire hydrants along the proposed access road.

The BWS has indicated that the existing water system in the vicinity of the project is currently adequate to accommodate future development in this area. However, confirmation of water availability for the project will be determined by BWS during the project review process.

### **3.14.3 Wastewater System**

The project site is not served by the municipal wastewater collection system. Several parcels in the project site have individual wastewater systems, such as cesspools and septic tanks, or have portable lavatories.

The State Department of Health no longer approves the installation of cesspools because of possible groundwater contamination. Future development would require that the existing cesspools be replaced with an acceptable system. According to the soils investigation, ground water in this area was encountered three to seven feet below the surface. Thus, the use of septic tanks is not a practicable alternative.



|   |   |                       |
|---|---|-----------------------|
|  <p>WILSON OKAMOTO<br/>&amp; ASSOCIATES, INC.<br/>ENGINEERS - PLANNERS</p> | <p>KEEHI INDUSTRIAL LOTS DEVELOPMENT PLAN ENVIRONMENTAL ASSESSMENT</p> <p>EXISTING WATER SYSTEM</p> | <p>FIGURE<br/>3-3</p> |
|---|---|-----------------------|

The wastewater collection system nearest to the project site lies within Pahounui Drive and Sand Island Access Road (see Figure 3-4). The closest sewer main is an 8-inch line beneath Sand Island Access Road that collects wastewater from the parcels within the Pahounui Industrial Subdivision. According to City and County personnel, the wastewater collection system in this area has existing capacity problems along the 24-inch main beneath Auiki Street, southeast and immediately downstream of the project site.

### **Impacts and Mitigation Measures**

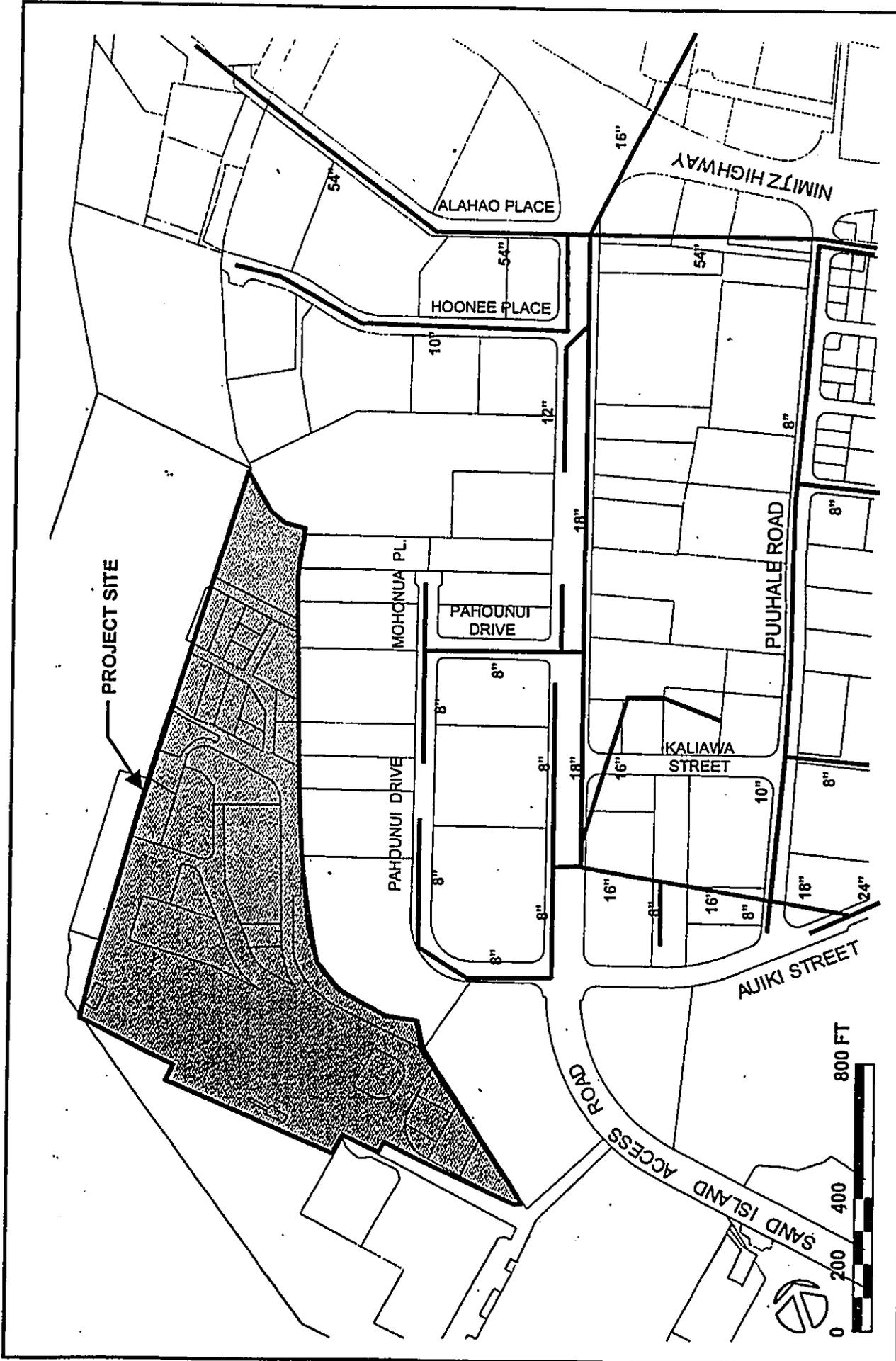
Under the proposed infrastructure improvements, the project site will connect to the municipal wastewater collection system. Infrastructure improvements include the installation of a wastewater collection system within the project site. Collected wastewater will be conveyed to a new wastewater pump station and pumped through a 15-inch force main to be installed along Sand Island Access Road. The 15-inch line will connect to the 54-inch line located within the Nimitz Highway corridor, thereby avoiding the existing capacity problems in the Auiki Street system.

#### **3.14.4 Drainage System**

The project site is located near the discharge point of the Kalihi Watershed. The important drainage feature within the watershed is Kalihi Stream and its tributary reaches, which empty into the coastal waters of Keehi Lagoon north of the project site. The Kalihi Watershed extends from Keehi Lagoon to the upper Kalihi Valley area along Likelike Highway, with drainage patterns following a basic mauka-to-makai flow pattern. Water is channeled through gulches and man-made drainage ditches throughout the watershed. Other factors that affect drainage patterns include local topography and natural and manmade barriers.

Inland and to the east of the project site is the Pahounui Industrial Subdivision. Storm runoff within this subdivision flows over rooftops, open lots and roadways and is channeled into one of two existing drainage systems. Both systems consist of storm drain manholes, catch basins, and drain lines that direct storm runoff through the project site before discharging into coastal waters.

Within the project site, the topography is relatively flat with some low areas. Over the majority of the project site, storm runoff tends to pond and eventually sheetflow into Keehi Lagoon. Storm runoff from a small portion of the project site discharges through one of two open earth channels. These unlined channels also collect flows from the two drainage systems east of the project site. The northern channel has a 30-inch culvert beneath a road crossing, while the southern channel has a larger 48-inch culvert.



KEEHI INDUSTRIAL LOTS DEVELOPMENT PLAN ENVIRONMENTAL ASSESSMENT

EXISTING SEWER SYSTEM

FIGURE 3-4


**WILSON OKAMOTO & ASSOCIATES, INC.**  
 ENGINEERS - PLANNERS

### **Impacts and Mitigation Measures**

A Drainage Report for the proposed project was completed in June 2001 by Wilson Okamoto & Associates, Inc. to assess existing drainage conditions and future conditions with the proposed project in the vicinity of the project site

Analyses of the existing drainage conditions revealed inadequate capacities within one of the drainage systems of the Pahounui Industrial Subdivision and in both of the drainage ditches within the project site. The study recommended that the existing 36-inch drain line that serves the Pahounui Industrial Subdivision be replaced with a 54-inch pipe at lower pipe inverts. This line, however, is within the jurisdiction of the City and County of Honolulu and any improvements to the system would be the responsibility of the City.

Within the project site, the study found that both open drainage channels are of insufficient capacity to handle the existing and projected future peak discharge and to accommodate any debris with freeboard. In the case of the northern drainage channel, flows clog upstream of the existing 30-inch pipe culvert, retarding the discharge to the lower reach of the channel. The capacity of the channel should be increased, and recommended improvements include the construction of a 10-foot wide, 6-foot deep concrete rectangular channel and a box culvert, or a small bridge, to provide vehicular access at the road crossing. For the southern drainage channel, the study recommended that capacity be increased by constructing a 6-foot wide, 6-foot deep concrete rectangular channel with a box culvert, or a small bridge, to provide vehicular access at the road crossing. These drainage improvements within the project site will be undertaken by DOT-HAR concurrently with development of the project site.

#### **3.14.5 Electrical System**

Major HECO power lines in the vicinity of the project site are located along Puuhale Road, Auiki Street and Sand Island Access Road (see Figure 4-6). There is a 46 kilovolt (kV) line that runs along Puuhale Road. This 46 kV line meets up with another 46 kV line at Auiki Street. The two electrical lines continue along Auiki Street to Sand Island Access Road and to the Sand Island Substation, located just south of the bridge.

### **Impacts and Mitigation Measures**

The existing substation is currently adequate to accommodate the power requirements of the area. The adequacy of the system for future development in this area will be determined by HECO during the project review process.

## 4. RELATIONSHIP TO PLANS, POLICIES, AND CONTROLS

### 4.1 STATE LAND USE DISTRICT

The State Land Use Law, Chapter 205, Hawaii Revised Statutes (HRS), is intended to preserve, protect, and encourage the development of lands in the State for uses which are best suited to the public health and welfare for Hawaii's people. All lands in the State are classified into four land use districts by the State Land Use Commission: Urban, Agricultural, Conservation, and Rural.

Comment:

The project site is within the State "Urban" district. The proposed land uses are consistent with this designation.

### 4.2 HAWAII STATE PLAN

The Hawaii State Plan, Chapter 226 HRS, outlines broad goals, policies and objectives to serve as guidelines for the future growth and development of the State. The proposed project is consistent with the following objectives, policies and priority guidelines:

- §226-11 Objectives and policies for the physical environment—land-based, shoreline, and marine resources.*
- (a) Planning for the State's physical environment with regard to land-based, shoreline, and marine resources shall be directed towards the achievement of the following objectives:*
    - (1) Prudent use of Hawaii's land-based, shoreline, and marine resources.*
    - (2) Effective protection of Hawaii's unique and fragile environmental resources.*
  - (b) To achieve the land-based, shoreline, and marine resources objectives, it shall be the policy of the State to:*
    - (2) Ensure compatibility between land-based and water-based activities and natural resources and ecological systems.*
    - (3) Take into account the physical attributes of areas when planning and designing activities and facilities.*
    - (8) Pursue compatible relationships among activities, facilities, and natural resources.*
- §226-13 Objectives and policies for the physical environment—land, air, and water quality.*
- (a) Planning for the State's physical environment with regard to land, air, and water quality shall be directed towards achievement of the following objectives:*

- (1) Maintenance and pursuit of improved quality in Hawaii's land, air, and water resources.
- (2) Greater public awareness and appreciation of Hawaii's environmental resources.
- (b) To achieve the land, air, and water quality objectives, it shall be the policy of this State to:
  - (2) Promote the proper management of Hawaii's land and water resources.
  - (3) Promote effective measures to achieve desired quality in Hawaii's surface, ground, and coastal waters.
  - (4) Encourage actions to maintain or improve aural and air quality levels to enhance the health and well-being of Hawaii's people.
  - (7) Encourage urban developments in close proximity to existing services and facilities.

Comment: The proposed project will have no significant long-term impact on the natural environment, including coastal water quality and air quality.

#### **4.3 CITY AND COUNTY OF HONOLULU GENERAL PLAN**

The General Plan of the City and County of Honolulu sets forth broad statements of social, economic, environmental, and design objectives and policies which are desired over the long run. The proposed project is consistent with the following policies and objectives:

##### *II. Economic Activity*

**Objective A**    *To promote employment opportunities that will enable all the people of Oahu to attain a decent standard of living.*

**Policy 1:**    *Encourage the growth and diversification of Oahu's economic base.*

**Policy 3:**    *Encourage the development in appropriate locations on Oahu of trade, communications, and other industries of a nonpolluting nature.*

**Objective G**    *To bring about orderly economic growth on Oahu*

**Policy 1:**    *Direct major economic activity and government services to the primary urban center and the secondary urban center in Kapolei.*

Comment: The proposed project will promote more efficient use of the project site, which is located within Oahu's primary urban center.

### *III. Natural Environment*

*Objective A*      *To protect and preserve the natural environment.*

*Policy 1:*      *Protect Oahu's natural environment, especially the shoreline, valleys, and ridges from incompatible development.*

*Policy 4:*      *Require development projects to give due consideration to natural features such as slope, flood and erosion hazards, water-recharge areas, distinctive land forms, and existing vegetation.*

*Policy 7:*      *Protect the natural environment from damaging levels of air, water, and noise pollution.*

Comment: The proposed project is not anticipated to have any long-term significant impacts on air quality, water quality, or noise levels.

### *VII. Physical Development and Urban Design*

*Objective A*      *To coordinate changes in the physical environment of Oahu to ensure that all new developments are timely, well designed, and appropriate for the areas in which they will be located.*

*Policy 2:*      *Coordinate the location and timing of new development with the availability of adequate water supply, sewage treatment, drainage, transportation, and public safety facilities.*

*Policy 4:*      *Require new developments to provide or pay the cost of all essential community services including roads, utilities, schools, parks, and emergency facilities that are intended to directly serve the development.*

*Policy 7:*      *Locate new industries and new commercial areas so that they will be well related to their markets and suppliers, and to residential areas and transportation facilities.*

Comment: The proposed project utilizes the site's advantageous location with respect to its proximity to Honolulu's waterfront, business district, and major roadways. Upgrades to the sites roadway and infrastructure systems, including the wastewater, water, and drainage systems, will be undertaken by the DOT-HAR concurrently with development of the project.

#### 4.4 PRIMARY URBAN CENTER DEVELOPMENT PLAN

The Island of Oahu is divided into eight Development/Sustainable Communities Plan areas. Each plan implements the objectives and policies of the General Plan and serves as a guide for public policy, investment, and decision making within their respective region. The project site is located within the region encompassed by the Primary Urban Center Development Plan.

The Primary Center Development Plan Land Use Map designates the majority of the project site as "Industrial" and the Pier 60 area as "Public Facility". The proposed land uses are consistent with these designations.

#### 4.5 LAND USE ORDINANCE

The City and County of Honolulu Land Use Ordinance LUO regulates land use in accordance with adopted land use policies, including the City and County of Honolulu General Plan and the Development/Sustainable Communities Plans. As shown in Figure 4-1, the project site is within the I-2 Intensive Industrial zoning district. *The zoning map designates a height limit of 60 feet.*

The proposed land uses are consistent with the I-2 zoning designation. *Subsequent tenant improvements will be subject to LUO design standards, including a 60-foot height limit.*

#### 4.6 KEEHI LAGOON AND HONOLULU HARBOR PLANS

Plans with respect to the Keehi Lagoon area and Honolulu Harbor have evolved along with the changing face of the Honolulu waterfront. The following sections describe the Keehi Lagoon Recreational Plan, the Honolulu Waterfront Master Plan, and the Oahu Commercial Harbors 2020 Master Plan and illustrate a shift in planning focus over the years to accommodate the growth and needs of the maritime community.

##### Keehi Lagoon Recreational Plan

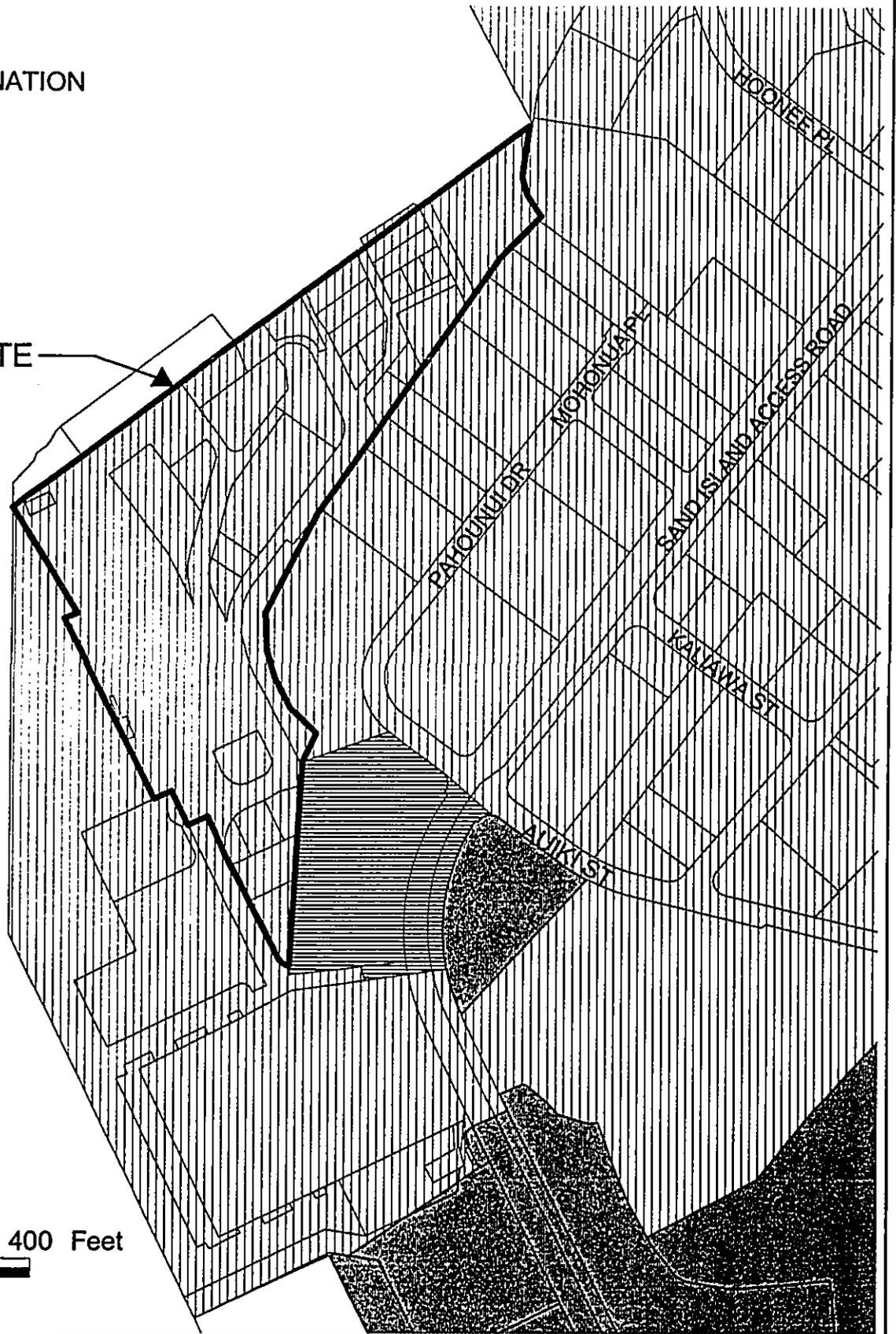
The Keehi Lagoon Recreational Plan, which was last updated in 1987, addresses the needs expressed by the community for ocean recreational resources. The Plan emphasizes the potential growth in ocean recreation as well as the potential for business development in the area. The Plan identifies the need for additional berths for small and mid-size boats, lands for industrial maritime support services, active ocean recreation areas and passive shoreline recreation areas. Recommended components of the recreation plan include:

- A new Pier 60 marina near the La Mariana Sailing Club with 185 boat berths;

ZONING DESIGNATION

-  I-2
-  I-3
-  IMX-1

PROJECT SITE



200 0 200 400 Feet



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KEEHI INDUSTRIAL LOTS DEVELOPMENT PLAN ENVIRONMENTAL ASSESSMENT

ZONING MAP

FIGURE

4-1

- A large 750-850 boat marina along Lagoon Drive with launch ramps, fuel dock, ferry transit landing, and marine commercial facilities;
- A new canoe center and race facility at the north apex of Keehi Lagoon between the mouths of Kalihi and Moanalua Streams;
- Development of the 300-acre "triangle" in the center of Keehi Lagoon to include a yacht racing/ocean recreation center (50 acres), a 350-berth marina, a commercial maritime center (20-30 acres), park and industrial park areas (40-100 acres), and possibly 9-hole golf course.

### **Honolulu Waterfront Master Plan**

The 1989 Honolulu Waterfront Master Plan represents a comprehensive, long-range vision for the Honolulu waterfront area. The Plan directly addresses major planning issues concerning public access and use of the waterfront, long-term integrity of commercial maritime operations, plan implementation, relocation needs, and financial feasibility.

The Master Plan sets forth a number of goals that address physical, economic, and social aspects of the planning area. Physical goals address the areas of land use, urban design, circulation, infrastructure, environment, and development phasing and seek to provide sufficient space for the long-term operational requirements of maritime commerce, as well as the recreational and urban development needs of the State's growing population and economy. The Master Plan's economic goals seek to maximize the waterfront's economic benefits to the public by providing orderly and appropriate development of public lands, by maintaining the viability of Honolulu Harbor as the State's primary port, by allocating the costs of waterfront improvement to those who benefit from their use, and by encouraging public/private development partnerships where appropriate. Social goals outlined by the Master Plan address issues of employment, development impacts, and development phasing. These goals focus on meeting the recreational and cultural needs of local residents as well as visitors, enhancing employment opportunities within the waterfront area, and establishing priority uses within the planning area.

The Honolulu Waterfront Master Plan envisions the urban waterfront as a mixture of recreational, cultural, and commercial activity. The Master Plan incorporates four central themes to guide development that is sensitive and responsive to both resident/visitor recreational use and the requirements of the working harbor. The first theme recognizes the need for public access and use of coastal areas. The second involves reincorporating of the waterfront into the city by opening up the deteriorated mauka-makai linkages. The third theme supports and expands on the concept of a system of great parks stretching along the length of urban Honolulu and also extending in the mauka-makai direction, meanwhile providing major public access and use of the limited waterfront area. The fourth theme reinforces the need to preserve the Port of

Honolulu as the hub of the State's commercial harbor system and enhance harbor facilities to meet maritime demands.

The Honolulu Waterfront Master Plan reiterates the recommendation of the Keehi Lagoon Recreational Plan to develop a marina and boat repair facilities at Pier 60, and also recommends park area and ramps along the western shoreline near the project site to compliment canoeing facilities proposed at the mouth of Kalihi and Moanalua Streams. *Pursuant to the Honolulu Waterfront Master Plan, the State Office of State Planning subsequently prepared plans for a park at the project site but the plan was not implemented. (Memo dated January 14, 2002 from Division of State Parks under cover letter dated January 23, 2002 from State Department of Land and Natural Resources - see Section 8.2)*

#### Oahu Commercial Harbors 2020 Master Plan

Since the formulation of the Honolulu Waterfront Master Plan, the spatial requirements, as well as the facility and support requirements of ocean cargo carriers have increased, while declining financial support for non-maritime development near Honolulu Harbor has necessitated a refocusing of objectives in order to accommodate the needs and projected growth of the maritime community. Thus, the 1997 Oahu Commercial Harbors 2020 Master Plan was developed, utilizing updated economic indicators to plan for harbor infrastructure. The Environmental Impact Statement for the 2020 Master Plan was completed in September 1999, and the 2020 Master Plan supersedes the portions of the Honolulu Waterfront Master Plan dealing with commercial harbor facilities.

The 2020 Master Plan is a conceptual master plan that addresses Honolulu Harbor, Kewalo Basin, and Kalaeloa Barbers Point Harbor and functions as a long-range guide for commercial harbor development and enhancement. The Plan remains flexible to allow for adaptations to changing economic, social, land use policy, and other factors that shape harbor development.

Commercial maritime activity is planned for Keehi Lagoon. The 2020 Master Plan recommends the development of commercial maritime activity throughout Keehi Lagoon with two marinas for recreational vessels, commercial fishing boats and mega-yachts as well as other berths for commercial fishing boats and oil spill response vessels. At the project site, the 2020 Master Plan recommends a freight forwarding facility, a finger pier at Pier 60, and a commercial/recreational marina with lay berths for smaller fishing vessels. The marina is shown in the plan to include the area fronting Pier 60.

Comment: The development of the project site for improved industrial lots is consistent with the recommendation for a freight forwarding facility near Pier 60.

Commercial harbor uses at Pier 60 may preclude the later development of recreational facilities at Pier 60, as there are space constraints and various risks involved in the mixing of commercial and recreational vessel traffic. The existing vessel traffic already consists of recreational boats from La Mariana Sailing Club and the Keehi Small Boat Harbor and commercial barges moving to and from Pier 60.

#### **4.7 SAND ISLAND SCENIC PARKWAY/MARINA ROAD**

The City and County of Honolulu Department of Transportation Services (DTS) has proposed development of the Sand Island Scenic Parkway/Marina Road as an alternative transportation corridor into Downtown Honolulu via a tunnel under the entrance to Honolulu Harbor. The proposed road would traverse the project site, which is envisioned as a scenic shoreline park. Implementation of the proposed Keehi Industrial Lots Development Plan would require realignment of the proposed road and could detract from its scenic quality. Close coordination between the DOT-HAR and the DTS will be required as each of the proposed projects progresses toward implementation to minimize potential impacts.

#### **4.8 STATE COASTAL ZONE MANAGEMENT PROGRAM**

Hawaii's Coastal Zone Management (CZM) Program, established pursuant to Chapter 205A, Hawaii Revised Statutes, as amended, is administered by the State Office of Planning and provides for the beneficial use, protection and development of the State's coastal zone. The objectives and policies of the Hawaii CZM Program encompass broad concerns such as impact on recreational resources, historic and archaeological resources, coastal scenic resources and opens space, coastal ecosystems, coastal hazards, and the management of development. The applicability of the CZM objectives and policies to the proposed project is as follows:

##### **Recreational Resources**

*Objective: Provide coastal recreational opportunities accessible to the public.*

Comment: The proposed project is not anticipated to adversely impact accessibility to nearby coastal recreational resources. Although the project site is located adjacent to Keehi Lagoon, the site is currently part of an industrial area adjacent to Pier 60. This area is of marginal value for activities such as fishing and ocean gathering. Keehi Lagoon Beach Park is located across Keehi Lagoon, approximately 0.3 mile to the northwest of the project site.

##### **Historic Resources**

*Objective: Protect, preserve, and where desirable, restore those natural and man-made historic and pre-historic resources in the coastal zone*

*management area that are significant in Hawaiian and American history and culture.*

**Comment:** The proposed project is not anticipated to adversely impact historic and pre-historic resources. The site consists of reclaimed land, and it is, therefore, unlikely that any subsurface archaeological resources are present. The DLNR Historic Preservation Division has conducted a review of the proposed project based on historic reports, maps, and aerial photographs. Records show that there are no known historic sites at the project site. A letter from the Historic Preservation Division dated September 25, 2001 indicates that the area had been in-filled to enlarge the shoreline and it is unlikely that historic sites will be found. Thus, the project will have "no effect" on historic sites.

**Scenic and Open Space Resources**

*Objective: Protect, preserve and, where desirable, restore or improve the quality of coastal scenic and open space resources.*

*Policy B: Ensure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural landforms and existing public views to and along the shoreline;*

*Policy D: Encourage those developments which are not coastal dependent to locate in inland areas.*

**Comment:** The proposed project will not adversely impact scenic and open space resources. The proposed use of the project site is coastal dependent, with Pier 60 being a DOT-HAR Honolulu Harbor facility and the proposed industrial lots intended to accommodate maritime-related uses. Any structures built for tenant improvements will comply with building codes and height restrictions. Scenic view planes will not be disrupted, and the proposed redevelopment of the area will improve views of the project site from Keehi Lagoon Beach Park, as the existing large amounts of refuse and clutter will be removed.

**Coastal Ecosystems**

*Objective: Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.*

*Policy C: Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions,*

*channelization, and similar land and water uses, recognizing competing water needs; and*

*Policy D: Promote water quantity and quality planning and management practices which reflect the tolerance of fresh water and marine ecosystems and prohibit land and water uses which violate state water quality standards.*

Comment: The project is not anticipated to have any adverse impacts on coastal resources in the vicinity of the project site. Excavation and grading activities associated with construction of the proposed project will be regulated by the City and County of Honolulu's grading ordinance and the National Pollution Discharge Elimination System (NPDES) permit requirements administered by the State Department of Health. The grading ordinance includes provisions related to reducing and minimizing the discharge of pollutants associated with soil disturbing activities including grading, grubbing, and stockpiling. The NPDES General Permit for Storm Water Associated with Construction Activity will be required to control storm water discharges, as the area of soil disturbance from activities such as clearing, grubbing, grading, and stockpiling will be in excess of five acres. The permit requires compliance with a BMP Plan, which, in turn, requires compliance with City ordinances pertaining to grading, grubbing, stockpiling, soil erosion, and sedimentation. The BMP plan typically includes appropriate structural or non-structural mitigative methods such as containment berms and filtration/detention ponds that would control the discharge of storm water runoff resulting from construction activities. Other erosion and sediment control mitigative measures may include appropriately stockpiling materials on-site to prevent runoff, covering or stabilizing topsoil stockpiles, use of sediment basins and sediment traps, and establishing revegetation or landscaping as early as possible on completed areas.

### Economic Uses

*Objective: Provide public or private facilities and improvements important to the State's economy in suitable locations.*

*Policy A: Concentrate coastal dependent development in appropriate areas;*

*Policy B: Ensure that coastal dependent development such as harbors and ports, and coastal related development such as visitor industry facilities and energy generating facilities, are located, designed, and constructed to minimize adverse social, visual,*

and environmental impacts in the coastal zone management area; and

**Policy C:** *Direct the location and expansion of coastal dependent developments to areas presently designated and used for such developments and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:*

- (i) Use of presently designated locations is not feasible;*
- (ii) Adverse environmental effects are minimized; and*
- (iii) The development is important to the State's economy.*

**Comment:** The project site is presently zoned for industrial use and appropriately sited adjacent to similar industrial uses. Implementation of the project is not anticipated to result in significant social, visual, or environmental impacts.

### **Coastal Hazards**

**Objective:** *Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.*

**Policy C:** *Ensure that developments comply with requirements of the Federal Flood Insurance Program.*

**Comment:** Portions of the project site are within flood Zone AE, where base flood elevations have been determined to be between four and five feet. Thus, the project site will be graded to a finished elevation of approximately six to seven feet. Structures and other improvements will be required to comply with applicable provisions of the City's Land Use Ordinance, as summarized in Section 3.7 of this Final EA.

### **Managing Development**

**Objective:** *Improve the development review process, communication, and public participation in the management of coastal resources and hazards.*

**Policy C:** *Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life-cycle and in terms understandable to the public to facilitate public participation in the planning and review process.*

**Comment:** Information regarding the proposed project will be communicated to the public through the environmental review process as

provided under Chapter 343, Hawaii Revised Statutes and Section 11-200 of Title 11 Department of Health Administrative Rules.

**Public Participation**

*Objective: Stimulate public awareness, education, and participation in coastal management.*

*Policy B: Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal-related issues, developments, and government activities.*

Comment: The public will be afforded an opportunity to review and comment on the EA pursuant to the requirements of Chapter 343 Hawaii Revised Statutes and Section 11-200 of Title 11 Department of Health Administrative Rules.

**Beach Protection**

*Objective: Protect beaches for public use and recreation*

Comment: The proposed project is not anticipated to adversely affect any beaches or shoreline recreational resources.

**Marine Resources**

*Objective: Implement the State's ocean resources management plan.*

*Policy B: Assure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;*

Comment: The implementation of BMPs and compliance with NPDES permit requirements will ensure the minimization of any risk to marine resources that may result from construction activities. The proposed project will provide long-term economic benefits and is appropriately sited adjacent to similar industrial uses. Implementation of the project is not anticipated to result in significant environmental impacts.

#### **4.9 SPECIAL MANAGEMENT AREA**

Pursuant to the Hawaii Coastal Zone Management Act (Chapter 205A, Hawaii Revised Statutes), all counties have enacted ordinances establishing Special Management Areas (SMA). Development within the SMA, including most development proposed by the State, requires a SMA permit. On Oahu, the SMA permit is administered by the City Department of Planning and Permitting and acted upon by the City Council pursuant to Chapter 25, Revised Ordinances of Honolulu.

Although the project site is located within the boundaries of the City's SMA, approval of a SMA permit is not required for the proposed project. According to Chapter 266-2 HRS, "the department of transportation is authorized to plan, construct, operate, and maintain any commercial harbor facility in the State...without the approval of county agencies." Therefore, the proposed project is exempt from SMA permit requirements. Subsequent tenant improvements, however, would not be exempt from obtaining SMA permits.

## **5. ALTERNATIVES TO THE PROPOSED ACTION**

Wilson Okamoto & Associates prepared a study evaluating various development scenarios for the project site. In addition to the proposed action, development scenarios that were evaluated included 1) Status Quo (no action alternative); 2) Infrastructure Improvements for Unimproved Industrial Lots; 3) Commercial Harbor and Industrial Lot Development; and, 4) UH Marine Center Relocation and Industrial Lot Development. Each of these alternatives is explained below.

### **5.1 STATUS QUO**

Under the Status Quo, or No Action alternative, the project site would remain in its existing state, with the exception that the DOT-HAR would undertake drainage improvements to mitigate flooding concerns. No construction related impacts would occur, except for those related to the drainage improvements. The project site, however, would not be utilized to its full potential. The cost of the drainage improvements is estimated at \$2.38 million.

### **5.2 INFRASTRUCTURE IMPROVEMENTS FOR UNIMPROVED INDUSTRIAL LOTS**

Under this scenario, on-site and off-site infrastructure improvements, including water, sewer, and electric service and an improved access road would be provided to the existing industrial lots. The rationale for this scenario is to minimize the initial development cost to DOT-HAR, with tenants investing in improvements to their lease lots. The development cost for this scenario is estimated at \$8.00 million, compared to \$10.45 million for the proposed project.

Considerations for assessing the feasibility of this scenario include the following:

- Existing tenants not displaced by on-site improvements could remain until the lots are leased, benefiting from improved access and possibly connecting to utility lines;
- Existing structures, such as the Haitzuka Building, could be used by potential tenants or could be demolished when tenants develop their lots; and
- Additional costs to DOT-HAR for addressing unknown contaminants that may be encountered in the soil during the construction of tenant improvements cannot be estimated at this point in the planning process;
- The cost to tenants of site preparation is uncertain due to poor soils, and the construction of tenant improvements may be delayed if soil contaminants are encountered.

The proposed alternative was considered to be superior to this alternative because it would reduce risks associated with unknown subsurface contamination and geotechnical conditions for structures at the project site. The proposed project can assure a "clean" and geotechnically sound project site before DOT-HAR proceeds with the development of supporting infrastructure for lease lots. This would allow DOT-HAR to offer the lots with minimal risk to prospective lessees, improving marketability. In addition, lessees would be in a better position to secure financing for tenant improvements on the lots.

### **5.3 COMMERCIAL HARBOR AND INDUSTRIAL LOT DEVELOPMENT**

This scenario involves the development of the project site with industrial lots and upgrading Pier 60 to accommodate commercial harbor uses. Harbor and wharf improvements will be provided, as well as off-site and on-site infrastructure improvements and lot preparation. The rationale of this scenario is to maximize development of the project site with industrial lease lots, of which approximately five acres would be available for upgrade to support commercial harbor uses at Pier 60. The development cost for this scenario is estimated at \$62.60 million.

This alternative was considered to be infeasible because the cost of the required harbor and pier improvements would exceed available funding and financing options and would likely incur debt service costs well beyond potential revenues that may be generated.

### **5.4 UH MARINE CENTER RELOCATION AND INDUSTRIAL LOT DEVELOPMENT**

DOT-HAR also decided to examine the feasibility of relocating the University of Hawaii School of Ocean and Earth Science and Technology (SOEST) Marine Center facilities at Snug Harbor to the portion of the project site adjacent to Pier 60. The remainder of the project site would be developed as industrial lots. The Oahu Commercial Harbors 2020 Master Plan recommends relocating the UH Marine Center to Pier 38, thus allowing Pier 44 to be used for overseas container operations. Pier 60 could provide an alternative site for the UH Marine Center with the provision of extensive improvements, including:

- Harbor dredging and wharf development;
- Development of a four-acre UH Marine Center relocation site, including paved areas, buildings and utilities; and,
- Industrial lot development for the remainder of the project site.

This alternative was considered to be infeasible because the \$73.5 million cost of the proposed improvements would exceed available funding and financing options and would likely incur debt service costs well beyond potential revenues that may be generated from the leasing of the industrial lots.

**6. REQUIRED PERMITS AND APPROVALS**

The following is a list of permits and approvals that may be required prior to the construction of proposed improvements:

***Federal***

- ***Department of Army Permit***

***State of Hawaii***

- ***National Pollution Discharge Elimination System General Permit***
- ***Section 401 Water Quality Certification***
- ***Coastal Zone Management Certification***

## 7. DETERMINATION

The proposed project is not anticipated to have a significant impact based on the criteria set forth in the State Department of Health Rules, Chapter 200, Title 11, Section 12. The proposed project's relationship to the criteria is discussed below.

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

Development of the proposed project would involve an irrevocable commitment of labor, capital and materials. No loss or destruction of significant natural resources is anticipated.

- (2) *Curtails the range of beneficial uses of the environment;*

The proposed project would enhance productive use of the project site. With the project, improvements would be made to the site's roadway, wastewater, water, and drainage systems.

- (3) *Conflicts with the state's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders;*

The proposed project is consistent with the environmental policies, goals and guidance set forth in Chapter 344, HRS.

- (4) *Substantially affects the economic or social welfare of the community or state;*

The proposed project is anticipated to have short-term beneficial economic impacts due to the hiring of construction workers and purchasing of materials. In the long-term, the project would have beneficial economic impacts by providing industrial space for businesses.

- (5) *Substantially affects public health;*

The proposed project will not have any long-term impacts on public health.

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

Improvements to the roadway, sewer, water, and drainage systems at the project site will be done by DOT-HAR concurrently with site development. The project is anticipated to have no impact on population.

- (7) *Involves a substantial degradation of environmental quality;*

The proposed project is not anticipated to involve a substantial degradation of environmental quality. Environmental impacts will occur primarily during site development and can be mitigated through the implementation of Best Management Practices, as appropriate.

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

The proposed project will have no foreseeable cumulative impacts and does not involve a commitment for larger actions.

- (9) *Substantially affects a rare, threatened, or endangered species, or its habitat;*

There are no known proposed, candidate, or listed threatened or endangered species present at the project site.

- (10) *Detrimentially affects air or water quality or ambient noise levels;*

Short-term impacts to air and water quality and ambient noise levels may occur during site development. Environmental impacts can be mitigated through proper construction techniques and complying with applicable Department of Health rules and regulations.

- (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 area, geologically hazardous land, estuary, fresh water, or coastal waters;*

The project site is not situated within an environmentally sensitive area and is not anticipated to affect such areas.

- (12) *Substantially affects scenic vistas and viewplanes identified in county or state plans or studies; or,*

The project site is not identified as having significant scenic views by the Primary Urban Center Development Plan. The Coastal View Study prepared by the City and County of Honolulu identifies Keehi Lagoon as a visual resource, however, the project site does not provide views of Keehi Lagoon from major roadways, nor will development of the project site detract from views of Keehi Lagoon.

*(13) Requires substantial energy consumption.*

Development of the project site is not anticipated to substantially increase energy consumption since the project represents a continuation of industrial use at the project site, rather than a new development.

## **8. CONSULTATION**

### **8.1 PRE-ASSESSMENT CONSULTATION**

The following agencies and organizations were consulted during the preparation of the Draft EA. A total of 11 parties formally replied during the pre-assessment period, as indicated by the ✓ below. Comments and responses are reproduced herein.

#### **State Agencies**

- ✓ Department of Land and Natural Resources, Historic Preservation Division

#### **County Agencies**

- ✓ Board of Water Supply
- Department of Environmental Services
- ✓ Department of Planning & Permitting
- ✓ Department of Transportation Services

#### **Other Interested Parties**

- Aloha Agricultural Consultants, Inc., d.b.a. Niu Nursery
- ✓ Aloha Tool & Rental, Inc., d.b.a. Honolulu Recovery Systems Co.
- Amazon Construction Company, Inc.
- ✓ American Marine Corporation
- ✓ Ameron International Corp., d.b.a. Ameron Hawaii
- Anuenue Refuse, Inc.
- Charles P. Varney, Jr., d.b.a. Glass Magnum of Oahu
- Chevron USA, Inc.
- ✓ Concrete Coring Company of Hawaii
- DHX Dependable Hawaiian Express
- Erik Builders, Inc.
- Estate of S.M. Damon
- Frank P. White Jr. Properties, Inc., d.b.a. Container Storage Company of Hawaii
- Friends of the Hokulea and Hawaii Loa
- George Poysky, d.b.a. Samoa Maritime Co.
- Hawaii Painting and Wallcovering, Inc.
- Hawaii Transfer Company Ltd.
- Hawaiian Aqua Products, Inc.
- Hawaiian Steelboat Building, Inc.
- Ian Jeffrey Lansdown, d.b.a. Hawaii's Sailing Center
- ✓ Island Movers Inc.
- Island Recycling, Inc.
- ✓ International Express
- J's Machinery Service, Inc.
- Kirkwood Clarke, d.b.a. Hawaiian Catamaran Multihull Design

**Other Interested Parties (continued)**

- Kumu Corporation
- ✓ La Mariana Sailing Club
- Lincoln Timothy Saito, d.b.a. Kokua Recycle
- Norman & Dolores Ishikawa, d.b.a. Norman's Tractor Service
- Pioneer Machinery, Inc.
- R&C Concrete Specialists
- R.T. Ozaki Roofing, Inc.
- Richard M. Masuda, d.b.a. Richard K. Masuda Masonry
- Resource Recovery, Ltd.
- Royal Hawaiian Movers
- Steinke Bros., Inc.
- TSH Development Corporation

COLLEEN J. CATTI  
GOVERNOR OF HAWAII



HEALEE E. COLLIAMALAMALE, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON STATE RESOURCE MANAGEMENT

DOYULE  
JANET L. JAWILO  
UNIT, HONOLULU

OCT 04 2001

STATE OF HAWAII OKAMOTO & ASSOC. INC.

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION  
Kalahele Building, Room 588  
601 Kalia Road  
Kapolei, Hawaii 96707

ADJUTANT GENERAL  
OFFICE OF SPECIAL REGULATION  
COMMISSION ON WATER RESOURCES  
MANAGEMENT  
CONSERVATION AND RESOURCES  
DEVELOPMENT  
CONVEYANCES  
FORESTRY AND WILDLIFE  
LAND  
HISTORIC PRESERVATION  
LAND  
STATE PARKS

September 25, 2001

Earl Matsukawa, AICP

Project Manager

Wilson Okamoto & Associates, Inc.

1907 South Beretania Street Suite 400

Honolulu, Hawaii 96826

Dear Mr. Matsukawa:

LOG NO: 28249 ✓  
DOC NO: 0109EJ24

**SUBJECT:** Chapter 6E-8 Historic Preservation Review – Draft Environmental Assessment, Pre-Assessment Consultation: State of Hawaii, Department of Transportation, Harbors Division (DOT-H) Keelii Industrial Lots Development Plan  
Ke'ehi, Kona, O'ahu  
TMK: 1-2-023-029; 033-037, 040-042, 045-050, 053-054, 056-066, 069-080, 082, 084-091

Thank you for the opportunity to comment on the proposed State of Hawaii, Department of Transportation, Harbors Division (DOT-H) Keelii Industrial Lots Development Plan at Ke'ehi, O'ahu. Our review is based on historic reports, maps, and aerial photographs maintained at the State Historic Preservation Division; no field inspection was made of the project areas.

The State proposes to redevelop approximately 20-acre site adjacent to Pier 60 at Keelii Lagoon. The project involves the development of seven industrial lots including the construction of an internal road, utility lines and construction of a wastewater pump station.

A review of our records shows that there are no known historic sites at this location. This area has been in-filled to enlarge the shoreline and it is unlikely that historic sites will be found. Therefore, we believe that this project will have "no effect" on historic sites.

Should you have any questions, please feel free to call Sara Collins at 692-8026 or Elaine Jourdana at 692-8027.

Aloha,

Don Hibbard, Administrator  
State Historic Preservation Division

Efjk

cc: Glenn Soma, SOH, Department of Transportation, Harbors Division, 79 South Nimitz Highway, Honolulu, Hawaii 96813

December 12, 2001

Mr. Don Hibbard, Administrator  
State of Hawaii  
Department of Land and Natural Resources  
Historic Preservation Division  
601 Kamokila Boulevard, Room 555  
Kapolei, Hawaii 96707

**Subject:** Environmental Assessment (EA) Pre-Assessment Consultation  
Keelii Industrial Lots Development Plan  
Keelii, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054, 056-066, 069-080, 082, and 084-091

Dear Mr. Hibbard:

Thank you for your letter of September 25, 2001 regarding your completed review of the subject project, concluding that the project will have "no effect" on historic sites.

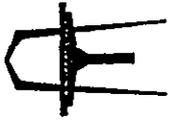
We appreciate your interest and participation in the consultation phase of the environmental review process. Your letter will be included in the forthcoming Draft EA. Should you have any questions, please call Tiffany Mathias or me at 946-2277.

Sincerely,

Earl Matsukawa, AICP, Project Manager

cc: Glenn Soma, State Department of Transportation, Harbors Division

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& ASSOCIATES, INC.



ENGINEERS  
PLANNERS  
1907 S. BERETANIA ST  
SUITE 400  
HONOLULU, HI 96826  
PH: 808/946-7277  
FAX: 808/946-7253

BOARD OF WATER SUPPLY  
CITY AND COUNTY OF HONOLULU  
630 SOUTH BERETANIA STREET  
HONOLULU, HI 96843



September 18, 2001

Wilson Okamoto and Associates, Inc.  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

Attention: Mr. Earl Matsukawa

Gentlemen:

Subject: Your Transmittal of August 27, 2001 of the Pre-Assessment  
Consultation for the Keehi Industrial Lots Development Plan, Keehi,  
TMK: 1-2-23-29, 33-37, 40-42, 45-50, 53-54, 56-66, 69-80, 82, 84-91

WILSON OKAMOTO & ASSOC., LLC

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JEREMY HARRIS, Mayor  
EDOE FLORES, JR., Chairman  
CHARLES A. STED, Vice-Chairman  
JAN M. LY, AME  
HERBERT S. K. KAOPUA, SR.  
BARBARA KAI STANTON  
BRIAN K. UMUALI, Esq.  
ROSS S. SASAMURA, Esq.  
CLIFFORD S. JAMILE  
Manager and Chief Engineer

Gentlemen  
September 18, 2001  
Page 2

7. Board of Water Supply approved Reduced Pressure Principle Backflow Prevention Assemblies are required to be installed immediately after all water meters serving the site.

If you have any questions, please contact Scot Muraoka at 527-5221.

Very truly yours,

CLIFFORD S. JAMILE  
Manager and Chief Engineer

cc: State, Department of Transportation (Harbors)

Thank you for the opportunity to review the subject document for the proposed industrial subdivision.

We have the following comments to offer:

1. The existing off-site water system is presently adequate to accommodate the proposed project.
2. A water allocation will be required to be obtained from the Department of Land and Natural Resources.
3. The developer will be required to install the necessary water system improvements to provide adequate fire protection and water services. The construction drawings should be submitted for our review and approval.
4. The availability of water will be determined when the Building Permit Applications are submitted for our review and approval. If water is made available, the applicant will be required to pay our Water System Facilities Charges for transmission and daily storage.
5. There are no existing water services for the project site.
6. The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.

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& ASSOCIATES, INC.**

December 12, 2001

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**ENGINEERS  
PLANNERS**  
1907 S. BERETANIA ST.  
SUITE 400  
HONOLULU, HI 96826  
PH: (808) 946-2277  
FAX: (808) 946-2253

Mr. Clifford S. Jamile, Manager and Chief Engineer  
City & County of Honolulu  
Board of Water Supply  
630 S. Beretania Street  
Honolulu, Hawaii 96813

Subject: Environmental Assessment (EA) Pre-Assessment Consultation  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 028, 033-037, 040-042, 045-050, 053-054,  
056-066, 069-080, 082, and 084-091

Dear Mr. Jamile:

Thank you for your letter of September 18, 2001 regarding the subject  
Environmental Assessment (EA). We offer the following in response to your  
comments:

1. We acknowledge that the off-site water system is of adequate capacity to accommodate the proposed project.
2. A water allocation will be obtained from the Department of Land and Natural Resources at the appropriate time.
3. Proposed improvements to the water system at the project site will be described in the Draft EA. Plans will be submitted to the Board of Water Supply for review upon completion of design.
4. We acknowledged that the availability of water will be determined upon review of building permit applications for tenant improvements, and that the tenant will be required to pay Water System Facilities Charges for transmission and daily storage.
5. We acknowledged that there are no existing water services provided by the Board of Water Supply to parcels within the project site.
6. The Fire Prevention Bureau of the Honolulu Fire Department will be consulted during the design stage of the project.
7. We acknowledged that the installation of Board-approved Reduced Pressure Principle Backflow Prevention Assemblies is required.

Letter to Mr. Clifford S. Jamile  
December 12, 2001  
Page 2

We appreciate your interest and participation in the consultation phase of the environmental review process. Your letter will be included in the forthcoming Draft EA. Should you have any questions, please call Tiffany Mathias or me at 946-2277.

Sincerely,

Earl Matsukawa, AICP, Project Manager

cc: Glenn Soma, State Department of Transportation, Harbors Division

DEPARTMENT OF PLANNING AND PERMITTING  
**CITY AND COUNTY OF HONOLULU**  
650 SOUTH KING STREET • HONOLULU, HAWAII 96813  
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: WWW.CC.HONOLULU.HI.GOV

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RANDALL K. FUJIKI, AIA  
DIRECTOR  
LORETTA E.C. CHICK  
MANAGING DIRECTOR

2001/CLOG-3643(RY)

SECRETARIAT  
MAYOR

September 17, 2001

Mr. Earl Matsukawa, AICP  
Wilson Okamoto & Associates, Inc.  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

Dear Mr. Matsukawa:

Subject: Pre-Assessment Consultation for Keehi Industrial Lots Subdivision  
Tax Map Keys: 1-2-23: 29, 33-37, 40-42, 45-50, 53-54, 56-66, 69-80, and 84-91

We have reviewed the above and have the following comments to offer:

1. Primary Urban Center Development Plan  
Based on the information provided, the project site is designated Industrial on the City's Primary Urban Center Development Plan.
2. Wastewater Disposal  
The municipal sewer system is not adequate to support the proposed Keehi Industrial Lots due to inadequate capacity of sewer lines in the area. A relief sewer or other appropriate mitigative measures will need to be implemented before any future development will be allowed to connect to the municipal sewer system.

Thank you for the opportunity to comment. If you have any questions, please contact Raymond Young of our staff at 527-5839.

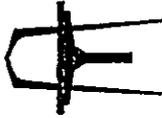
Sincerely yours,

RANDALL K. FUJIKI  
Director of Planning and Permitting

RKF:mo  
Doc 116168

December 12, 2001

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& ASSOCIATES, INC.



ENGINEERS  
PLANNERS  
1907 S. BERETANIA ST.  
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HONOLULU, HI 96826  
PH: (808) 546-2277  
FAX: (808) 546-2253

Mr. Randall K. Fujiki, Director  
City & County of Honolulu  
Department of Planning and Permitting  
650 S. King Street  
Honolulu, Hawaii 96813

Subject: Environmental Assessment (EA) Pre-Assessment Consultation  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054,  
056-066, 069-080, 082, and 084-091

Dear Mr. Fujiki:

Thank you for your letter of September 17, 2001 acknowledging that the site is designated Industrial on the City's Primary Urban Center Development Plan.

We are aware of the existing capacity problems present in the sewer system near the project site. As will be discussed in the Draft EA, this portion of the sewer system will be bypassed by installing a new sewer line from the project site, extending along Sand Island Access Road and connecting to the municipal sewer system at Nimitz Highway.

We appreciate your interest and participation in the consultation phase of the environmental review process. Your letter will be included in the forthcoming Draft EA. Should you have any questions, please call Tiffany Mathias or me at 946-2277.

Sincerely,

Earl Matsukawa, AICP, Project Manager

cc: Glenn Soma, State Department of Transportation, Harbors Division

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

PACIFIC PEARL PLAZA • 711 KAPOLANI BOULEVARD, 5TH FLOOR • HONOLULU, HAWAII 96813  
TELEPHONE: (808) 521-5211 • FAX: (808) 521-4772 • INTERNET: www.honolulu.gov



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CHERYL D. SOON  
DIRECTOR

CHERYL D. SOON  
DIRECTOR  
GEORGE "BOB" MIYAMOTO  
SENIOR DIRECTOR

WILSON OKAMOTO & ASSOC., INC.  
October 2, 2001

TPD&O1-03801R

Mr. Earl Matsukawa, AICP, Project Manager  
Wilson Okamoto & Associates, Inc.  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

Dear Mr. Matsukawa:

Subject: Keahi Industrial Lots Development Plan

In response to your August 27, 2001 letter, the information transmitted regarding the subject project was reviewed. The following comments are the result of this review:

1. One of the projects being proposed by this department is a Sand Island Scenic Parkway/Marina Road. A portion of Marina Road is proposed for location in the subject project area. In order to minimize any impacts that these projects may have on each other, close coordination will be required.
2. A traffic impact study should be conducted that addresses the project's impact on the surrounding roadway system. The project's effect on the levels of service on Auiki Street and other area City streets and intersections should be discussed and specific mitigation measures should be proposed to minimize the project's impact on the surrounding roadway system.
3. The project should be designed whereby all loading/unloading activities and parking needs of all users, including employees, customers, etc., are done off of the City's right-of-way.

We look forward to reviewing the draft environmental assessment. Should you have any questions regarding this matter, please contact Faith Miyamoto of the Transportation Planning Division at 527-6976.

Sincerely,

CHERYL D. SOON  
Director

cc: Mr. Glenn Soma  
State Department of Transportation - Harbors Division

December 12, 2001

Ms. Cheryl D. Soon, Director  
City & County of Honolulu  
Department of Transportation Services  
Pacific Park Plaza  
711 Kapiolani Boulevard, Suite 1200  
Honolulu, Hawaii 96813

Subject: Environmental Assessment (EA) Pre-Assessment Consultation  
Keahi Industrial Lots Development Plan  
Keahi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054,  
056-066, 069-080, 082, and 084-091

Dear Ms. Soon:

Thank you for your letter of October 2, 2001 commenting on the subject EA Pre-Assessment Consultation. We offer the following responses in the respective order of your numbered comments:

1. The Draft EA will include a discussion of your department's proposed Sand Island Scenic Parkway/Marina Road project, which would traverse the project site and envisions the project site being developed as a scenic shoreline park. Implementation of the proposed Keahi Industrial Lots Development Plan would require realignment of the proposed road and could detract from its scenic quality if that project is pursued. Inasmuch as the proposed Sand Island Scenic Parkway/Marina Road project, including its connection to Nimitz Highway via a new tunnel under the entrance to Honolulu Harbor, would significantly impact State Department of Transportation, Harbors Division properties on Sand Island, we concur that close coordination is critical.

2. The Draft EA will discuss traffic impacts of the proposed project but will not include a Traffic Impact Assessment Report (TIAR). The project site is currently occupied by tenants engaged in a variety of industrial activities generating traffic. Replacement of existing tenants with new industrial tenants is not anticipated to generate significantly greater traffic in the vicinity. Notably, the relocation of any freight forwarding operations from the Kapalama Military Reservation (KMR) to the project site would likely reduce truck traffic on Nimitz Highway between KMR and Sand Island Access Road. From the project site, relocated freight forwarders could access overseas terminals on Sand Island without travelling on Nimitz Highway. Proposed improvements to the existing access road at its

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**& ASSOCIATES, INC.**

Letter to Ms. Cheryl D. Soon  
December 12, 2001  
Page 2

Intersection with Sand Island Access Road will also improve traffic operations and safety at this intersection.

3. The Draft EA will describe the proposed project as industrial lots served by an internal roadway. Therefore, all loading and unloading activities, and required on-site parking will be accommodated within the proposed lots.

We appreciate your interest and participation in the consultation phase of the environmental review process. Your letter will be included in the forthcoming Draft EA. Should you have any questions, please call Tiffany Mathias or me at 946-2277.

Sincerely,



Earl Matsukawa, AICP, Project Manager

cc: Glenn Soma, State Department of Transportation, Harbors Division



## Honolulu Recovery System

September 10, 2001

Wilson Okamoto & Associates, Inc.  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826  
Attention: Earl Matsukawa, AICP, Project Manager

Re: Environmental Assessment (EA) Pre-Assessment Consultation  
Keehi Industrial Lots Development Plan

Dear Sirs:

In regard to the Environmental Assessment currently being prepared for the Keehi Industrial Lots Development Plan, we would like to address the following concerns:

- The tax map keys 064, 070, and 077, Aloha Tool & Rental, Inc's three parcels in the Keehi Industrial Lots, are not included in the subject line of your letter, however, the parcels are within the boundary lines of the proposed Development Plan.
- If indeed Aloha Tool & Rental, Inc's three parcels are not designated to be included in the Development project, then what provisions are in place to provide relief for the displacement of existing businesses such as Aloha Tool & Rental, Inc who have been rent-paying tenants to the State of Hawaii for many years.

In conclusion, as the Keehi Development Plan proceeds, Aloha Tool & Rental, Inc. requests the same consideration and accommodations as afforded existing businesses such as Ameron Hawaii and Island Movers. Your earliest response to our request will be greatly appreciated.

Sincerely,

Michael M. Saito  
Controller, Honolulu Recovery Systems

December 12, 2001

Mr. Michael M. Saito, Controller  
Honolulu Recovery Systems  
PO Box 6356  
Honolulu, Hawaii 96818-6356

Subject: Environmental Assessment (EA) Pre-Assessment Consultation  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054,  
056-066, 069-080, 082, and 084-091

Dear Mr. Neff:

Thank you for your letter of September 4, 2001 regarding the subject Environmental Assessment (EA). We offer the following in response to your comments.

The Tax Map Keys 1-2-23: 064, 070, and 077 are indeed included among the parcels listed in the subject line of the letter sent to you with the project summary in August, as well as in the subject line of this letter. Parcel 064 is included in parcels 056-066, and parcels 070 and 077 are included in parcels 069-080.

As noted in the project summary mailed to you in August, the proposed project is a long-range planning effort with no determined near-term start date or development schedule. A copy of the forthcoming Draft EA will be sent to you for review, and you will have the opportunity to provide further comments on the proposed project.

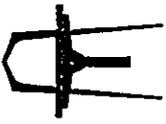
We appreciate your interest and participation in the consultation phase of the environmental review process. Your letter will be included in the forthcoming Draft EA. Should you have any questions, please call Tiffany Mathias or me at 946-2277.

Sincerely,

Earl Matsukawa, AICP, Project Manager

cc: Glenn Soma, State Department of Transportation, Harbors Division

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FAX 808/946-2753



A Member of the American Marine Services Group

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SEP 18 2001

September 17, 2001

WILSON OKAMOTO & ASSOC., INC

Mr. Earl Matsukawa  
Project Manager  
Wilson Okamoto & Associates, Inc.  
1907 S. Beretania St., Suite 400  
Honolulu, Hawaii  
96826

Subject: Solicitation for Comments, Environmental Assessment  
Lot Development Plan.

Dear Mr. Matsukawa,

We are in receipt of your letter of August 27, 2001, regarding the EA for the  
Keehi Industrial Lots Development Plan.

As a part of our consideration of possible participation in the Development Plan,  
we will be withholding our comments until we review the information provided by  
the Environmental Assessment (EA) Pre-Assessment Consultation.

American Marine Corporation has also requested a copy of the completed study  
of development alternatives and recommended site layouts.

We look forward to commenting on the Development Plan after consideration of  
this information.

Sincerely,  
Scott L. Vuillemot  
President, COO

Cc: Mr. Glenn Soma  
DOT Harbors Div.

Honolulu  
California  
Alaska

65 N. Nimitz Hwy., Pier 14, Honolulu HI 96817-5021  
1500 S. Bormacoda St., Berh, 2707271 L.A., Terminal Island, CA 90731-7357  
6000 "A" Street, Anchorage, AK 99518-1815

Phone (808) 545-5190 Fax (808) 538-1703  
Phone (310) 547-0919 Fax (310) 547-0031  
Phone (907) 562-5420 Fax (907) 562-5426

December 12, 2001

Mr. Scott L. Vuillemot, President, COO  
American Marine Corporation  
65 N. Nimitz Highway, Pier 14  
Honolulu, Hawaii 96817-5021

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& ASSOCIATES, INC.



ENGINEERS  
PLANNERS  
1907 S. BERETANIA ST.  
SUITE 400  
HONOLULU, HI 96826  
PH (808) 545-2277  
FAX (808) 545-2253

Subject: Environmental Assessment (EA) Pre-Assessment Consultation  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054,  
056-066, 069-080, 082, and 084-091

Dear Mr. Vuillemot:

Thank you for your letter of September 17, 2001 regarding the subject  
Environmental Assessment (EA). Per your request, you were sent a copy of  
the Keehi Industrial Lots Development Plan for review. We acknowledge that  
you will reserve comment on the proposed project pending review of the  
forthcoming Draft EA, a copy of which will also be sent to you.

We appreciate your interest and participation in the consultation phase of the  
environmental review process. Your letter will be included in the forthcoming  
Draft EA. Should you have any questions, please call Tiffany Mathias or me at  
946-2277.

Sincerely,

Earl Matsukawa, AICP, Project Manager

cc: Glenn Soma, State Department of Transportation, Harbors Division



Ameron Hawaii  
2344 Pahoehoe Drive  
Honolulu, Hawaii 96819  
P.O. Box 29968  
Honolulu, Hawaii 96820  
Telephone: 808/832-9200  
Fax: 808/832-9150

**RECEIVED**  
SEP 14 2001

September 13, 2001

WILSON OKAMOTO & ASSOC., INC.

Mr. Earl Matsukawa  
AICP Project Manager  
Wilson Okamoto & Associates, Inc  
1907 S. Beretania St., Ste. 400  
Honolulu, HI 96826

Subject: Environmental Assessment (EA) Pre-Assessment Consultation  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054,  
056-066, 069-080, 082, and 084-091

Dear Mr. Matsukawa:

Thank you for the opportunity to comment on the subject project.

Our primary concern is the continued viability of Pier 60, which plays a critical role in the conduct of our daily operations. Pier 60 is the receiving point for inter-island barged raw materials for ready-mix concrete manufacturing that services a major portion of the construction industry. Loss of the pier or development infringement affecting utilization will have a substantial impact on our ability to continue efficient operations.

Planning should also recognize mandated storm water handling permits and any improvements should not compromise compliance ability.

Thank you again for this opportunity to comment and we would very much appreciate being kept abreast of plans.

Sincerely,

George N. West  
Vice President of Operations - Oahu

GNW:mja

cc: Mr. Glenn Soma  
Dept. of Transportation, Harbors Division

December 12, 2001

Mr. George N. West, Vice President of Operations - Oahu  
Ameron Hawaii  
PO Box 29968  
Honolulu, Hawaii 96820

Subject: Environmental Assessment (EA) Pre-Assessment Consultation  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054,  
056-066, 069-080, 082, and 084-091

Dear Mr. West:

Thank you for your letter of September 13, 2001 regarding the subject Environmental Assessment (EA). Your comment regarding the need for continued viability of Pier 60 in the proposed project is acknowledged. As to your comment regarding permits that may be required for project development, the Draft EA will discuss the anticipated environmental impacts and recommended mitigation measures related to construction.

A copy of the Draft EA will be sent to you for review, and you will have the opportunity to provide further comments. We appreciate your interest and participation in the consultation phase of the environmental review process. Your letter will be included in the forthcoming Draft EA. Should you have any questions, please call Tiffany Mathias at 946-2277.

Sincerely,

Earl Matsukawa, AICP, Project Manager

cc: Glenn Soma, State Department of Transportation, Harbors Division



89-1026 Iwaena Street, Alea, Hawaii 96701 (808) 488-8222 Fax (808) 487-6679  
 DL # C-1224  
 CONCRETE CORING COMPANY of Hawaii Inc.

FAXED  
 7/11/01

RECEIVED  
 SEP 05 2001

WILSON OKAMOTO & ASSOC., INC.

September 4, 2001

Wilson Okamoto & Associates, Inc.  
 1907 So. Beretania Street, Suite 400  
 Honolulu, HI 96826  
 Fax: 946-2277

Attention: Mr. Earl Matsukawa, AICP, Project Manager  
 Subject: Keehi Industrial Lots

Dear Mr. Matsukawa:

For the record, Concrete Coring Company of Hawaii, Inc. is interested in staying at its present location. We currently use the space as a storage yard for our equipment.

Thank you for your attention concerning this matter.

With regards,

  
 John R. Neff  
 President

JRN:pf

Cc: State of Hawaii  
 Department of Transportation  
 79 So. Nimitz Hwy  
 Honolulu, HI 96813  
 Attn: Glenn Soma  
 Fax: 587-2504

December 12, 2001

WILSON  
 OKAMOTO  
 & ASSOCIATES, INC.



ENGINEERS  
 PLANNERS  
 1907 S BERETANIA ST  
 SUITE 400  
 HONOLULU, HI 96826  
 PH (808) 946-2277  
 FAX (808) 946-2253

Mr. John R. Neff, President  
 Concrete Coring Company of Hawaii Inc.  
 99-1026 Iwaena Street  
 Alea, Hawaii 96701

Subject: Environmental Assessment (EA) Pre-Assessment Consultation  
 Keehi Industrial Lots Development Plan  
 Keehi, Oahu, Hawaii  
 Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054,  
 056-066, 069-080, 082, and 084-091

Dear Mr. Neff:

Thank you for your letter of September 4, 2001 regarding the subject Environmental Assessment (EA). Your comment stating that Concrete Coring Company of Hawaii Inc. would like to remain at its present location is acknowledged.

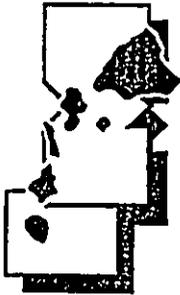
As noted in the project summary mailed to you in August, the proposed project is a long-range planning effort with no determined near-term start date or development schedule. A copy of the Draft EA will be sent to you for review, and you will have the opportunity to provide further comments.

We appreciate your interest and participation in the consultation phase of the environmental review process. Your letter will be included in the forthcoming Draft EA. Should you have any questions, please call Tiffany Mathias or me at 946-2277.

Sincerely,

  
 Earl Matsukawa, AICP, Project Manager

cc: Glenn Soma, State Department of Transportation, Harbors Division



# ISLAND MOVERS INC.

TOTAL TRANSPORTATION SERVICE

## REVIVED

SEP 18 2001

September 14, 2001

WILSON OKAMOTO & ASSOC., INC.

Wilson, Okamoto & Associates  
1907 S. Beretania Street, Suite 400  
Honolulu, HI 96826

Attn: Earl Matsukawa, AICP, Project Manager

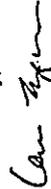
Dear Mr. Matsukawa,

While it is true that we have a strong interest in being considered as a prospective tenant in the Keehi Industrial Lots project, we do not wish to commit and limit our options to that site alone. We have also entered into preliminary discussions with the DOT Harbors Division for the proposed development of the Pier 19-29 area.

At this time we have no comments or questions regarding the project other than the information that we have provided you with. As the project moves further into the planning stages, we will have questions and would certainly welcome an opportunity to provide our input and requirements.

Thank you for your consideration and please do not hesitate to call me should you have any further questions. If possible, we would like to receive a copy of the Environmental Assessment.

Sincerely,

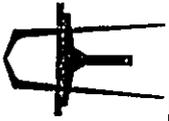
  
Lance Terayama  
President & COO

LT/ty

December 12, 2001

Mr. Lance Terayama, President and COO  
Island Movers Inc.  
PO Box 17865  
Honolulu, Hawaii 96817

WILSON  
OKAMOTO  
& ASSOCIATES, INC.



ENGINEERS  
PLANNERS  
1907 S. BERETANIA ST  
SUITE 400  
HONOLULU, HI 96826  
PH (808) 946-2277  
FAX (808) 946-2753

Subject: Environmental Assessment (EA) Pre-Assessment Consultation  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054,  
056-066, 069-080, 082, and 084-091

Dear Mr. Terayama:

Thank you for your letter of September 14, 2001 regarding the subject Environmental Assessment (EA). Your comment expressing interest in the proposed project is acknowledged, as well as your desire to explore other location options, such as the Pier 19-29 area. As described in the project summary mailed to you in August, the proposed project is a long-range planning effort with no determined near-term start date or development schedule.

A copy of the Draft EA will be sent to you for review, and you will have the opportunity to provide further comments.

We appreciate your interest and participation in the consultation phase of the environmental review process. Your letter will be included in the forthcoming Draft EA. Should you have any questions, please call Tiffany Mathias or me at 946-2277.

Sincerely,



Earl Matsukawa, AICP, Project Manager

cc: Glenn Soma, State Department of Transportation, Harbors Division



INTERNATIONAL EXPRESS, INC.  
P.O. Box 797, Honolulu, Hawaii 96808  
Telephone (808) 841-6005  
FAX (808) 841-2083

September 17, 2001

Mr. Earl Matsukawa  
WILSON OKAMOTO & ASSOCIATES, INC.

SENT BY FAX: 946-2253

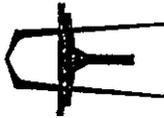
RE: KEEHI INDUSTRIAL LOTS

Dear Mr. Matsukawa:

International Express is extremely interested in this project. The timetable works out perfectly with the expiration of our current lease at Kapalama Military Reservation. Please keep us advised as the project progresses.

Sincerely,  
*David F. Hinchey*  
David F. Hinchey  
Controller

WILSON  
OKAMOTO  
& ASSOCIATES, INC.



ENGINEERS  
PLANNERS  
1907 S. BIERETAHUA ST.  
SUITE 400  
HONOLULU, HI 96826  
PH: (808) 946-2277  
FAX: (808) 946-2253

December 12, 2001

Mr. David F. Hinchey, Controller  
International Express, Inc.  
PO Box 797  
Honolulu, Hawaii 96808

Subject: Environmental Assessment (EA) Pre-Assessment Consultation  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054,  
056-066, 069-080, 082, and 084-091

Dear Mr. Hinchey:

Thank you for your letter of September 17, 2001 regarding the subject Environmental Assessment (EA). Your comment indicating your support of the proposed project is acknowledged.

As noted in the project summary mailed to you in August, the proposed project is a long-range planning effort with no determined near-term start date or development schedule. Hence, it is uncertain at this time if the project can be implemented to coincide with the expiration of your current lease at the former Kapalama Military Reservation. A copy of the Draft EA will be sent to you for review, and you will have the opportunity to provide further comments.

We appreciate your interest and participation in the consultation phase of the environmental review process. Your letter will be included in the forthcoming Draft EA. Should you have any questions, please call Tiffany Mathias or me at 946-2277.

Sincerely,  
*Earl Matsukawa*  
Earl Matsukawa, AICP, Project Manager

cc: Glenn Soma, State Department of Transportation, Harbors Division



**La Mariana Sailing Club, Inc.**  
 50 Sand Island Access Road • Honolulu, Hawaii 96819

Phone/Fax: (808) 841-2173  
 Bar: (808) 848-2800

To: Wilson Okamoto & Associates, Inc.  
 1907 South Beretania Street, Suite 400  
 Honolulu, Hawaii 96826  
 Facsimile: 946-2277

August 29, 2001

Dear Earl Matsukawa, AICP, Project Manager,

This is in reply to your letter of 27th re Environmental Assessment, Keelhi Industrial Lots Development Plan.

Several years ago there was an indication that a possible marina would be built "South of La Mariana". I believe that some consideration should be made regarding this idea.

The beautiful shore line of Keelhi Lagoon should be available and assessable to boaters.

Sincerely,

Annette L. Nahinu

**RECEIVED**  
 SEP 04 2001

STATE DEPARTMENT OF TRANSPORTATION

December 12, 2001

Ms. Annette L. Nahinu  
 La Mariana Sailing Club, Inc.  
 50 Sand Island Access Road  
 Honolulu, Hawaii 96819

**WILSON  
 OKAMOTO  
 & ASSOCIATES, INC.**



**ENGINEERS  
 PLANNERS**  
 1907 S. BERETANIA ST.  
 SUITE 400  
 HONOLULU, HI 96826  
 PH 808-846-2277  
 FAX 808-846-2253

Subject: Environmental Assessment (EA) Pre-Assessment Consultation  
 Keelhi Industrial Lots Development Plan  
 Keelhi, Oahu, Hawaii  
 Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054,  
 056-066, 069-080, 082, and 084-091

Dear Ms. Nahinu:

Thank you for your letter of August 29, 2001 regarding the subject Environmental Assessment (EA). We acknowledge your suggestion that the development of a marina be considered south of the La Mariana Sailing Club. This area, however, is beyond the boundaries of the project site. The Keelhi Industrial Lots Development Plan recommends locating commercial harbor uses at Pier 60, north of La Mariana Sailing Club. This may preclude future development of recreational facilities at Pier 60, as there are space constraints and potential operational safety concerns regarding the mixing of commercial and recreational vessel traffic.

A copy of the Draft EA will be sent to you for review, and you will have the opportunity to provide further comments.

We appreciate your interest and participation in the consultation phase of the environmental review process. Your letter will be included in the forthcoming Draft EA. Should you have any questions, please call Tiffany Mathias or me at 946-2277.

Sincerely,

Earl Matsukawa, AICP, Project Manager

cc: Glenn Soma, State Department of Transportation, Harbors Division

## 8.2 DRAFT EA CONSULTATION

The following agencies and interested parties were consulted during the public review period of the Draft EA. A total of 11 parties formally replied during the public review period, as indicated by the ✓ below. Comments and responses are reproduced herein.

### State Agencies

- Department of Business, Economic Development & Tourism, Office of Planning
- ✓ Department of Health, Environmental Planning Office
- ✓ Department of Health, Office of Environmental Quality Control
- ✓ Department of Land and Natural Resources (DLNR)
- ✓ DLNR Historic Preservation Division
- ✓ Department of Transportation, Highways Division
- Office of Hawaiian Affairs

### County Agencies

- ✓ Board of Water Supply
- ✓ Department of Design & Construction
- ✓ Department of Planning & Permitting
- Department of Environmental Services
- ✓ Department of Transportation Services
- Kalihi-Palama Neighborhood Board No. 15

### Media and Utilities

- Honolulu Advertiser
- Honolulu Star-Bulletin
- Verizon Hawaii, Inc.
- Hawaiian Electric Company, Inc.
- Oceanic Cable

### Other Interested Parties

- Aloha Tool & Rental, Inc., d.b.a. Honolulu Recovery Systems Co.
- American Marine Corporation
- ✓ Ameron International Corp., d.b.a. Ameron Hawaii
- Chevron USA, Inc.
- Concrete Coring Company of Hawaii
- DHX Dependable Hawaiian Express
- Estate of S.M. Damon
- Hawaii Transfer Company Ltd.
- Island Movers Inc.
- International Express
- ✓ La Mariana Sailing Club
- Royal Hawaiian Movers



STATE OF HAWAII  
DEPARTMENT OF HEALTH  
P.O. BOX 3378  
HONOLULU, HAWAII 96801

RECEIVED  
MARCH 10 2002

BRUCE LANGRISH, M.D., M.P.H.  
DIRECTOR OF HEALTH

BRUCE LANGRISH, M.D., M.P.H.  
DIRECTOR OF HEALTH

02-007/epo

March 8, 2002

Mr. Earl Matsukawa  
Wilson Okamoto & Associates, Inc.  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

Dear Mr. Matsukawa:

Subject: Draft Environmental Assessment (DEA)  
Keeti Industrial Lots Development Plan  
Tax Map Key: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054, 056-066, 069-080, 082, and 084-091.

Thank you for the opportunity to review and comment on the subject proposal. The DEA was routed to the various branches of the Environmental Health Administration. We have the following comments.

Clean Water Branch (CWB)

- The applicant should contact the Army Corps of Engineers to identify whether a federal permit (including a Department of Army permit) is required for this project. A Section 401 Water Quality Certification is required for "Any applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters...", pursuant to Section 401(a)(1) of the Federal Water Pollution Act (commonly known as the "Clean Water Act").
- A National Pollutant Discharge Elimination System (NPDES) general permit coverage is required for the following discharges to waters of the State:
  - Discharge of storm water runoff associated with industrial activities, as defined in Title 40, Code of Federal Regulations, Sections 122.26(b)(14)(i) through 122.26(b)(14)(ix) and 122.26(b)(14)(xi);
  - Discharge of storm water runoff associated with construction activities that involve the disturbance of five (5) acres or greater, including clearing, grading, and excavation;
  - Discharge of treated effluent from leaking underground storage tank remedial activities;
  - Discharge of once through cooling water less than one million gallons per day.

Mr. Earl Matsukawa  
March 8, 2002  
Page 2

- Discharge of hydro-testing water;
- Discharge of construction dewatering effluent;
- Discharge of treated effluent from petroleum bulk stations and terminals; and
- Discharge of treated effluent from well drilling activities.

Any person requesting to be covered by a NPDES general permit for any of the above activities should file a Notice of Intent with the Department of Health, Clean Water Branch (CWB) at least thirty (30) days prior to commencement of any discharges to State waters;

- If construction activities involve the disturbance of one acre or greater, including clearing, grading, and excavation, and will take place or extend after March 10, 2002, an NPDES general permit coverage is required for discharges of storm water runoff into State waters; and
- The applicant may be required to apply for an individual NPDES permit if there is any type of activity in which wastewater is discharged from the project into State waters.

If you have any questions, please contact the Clean Water Branch at (808) 586-4309.

Clean Air Branch (CAB)

Fugitive Dust Control:

There is a significant potential for fugitive dust emissions during all phases of project activities. Therefore, it is recommended that a dust control management plan be developed which identifies and addresses activities having a potential to generate fugitive dust. Implementation of adequate dust control measures during all phases of this project is warranted.

Construction activities must comply with provisions of Hawaii Administrative Rules, Chapter 11-60.1, "Air Pollution Control," Section 11-60.1-33, Fugitive Dust.

The contractor should provide adequate measures to control dust from the road areas and during the various phases of construction. These measures include, but are not limited to:

- Planning the different phases of construction, focusing on minimizing the amount of dust generating materials and activities, centralizing on-site vehicular traffic routes, and locating potentially dusty equipment in areas of the least impact;
- Providing an adequate water source at the site prior to start up of construction activities;
- Landscaping and rapid covering of bare areas, including slopes, starting from the initial grading phase;
- Controlling of dust from shoulders and access roads;

Mr. Earl Matsukawa  
March 8, 2002  
Page 3

- e. Providing adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities; and
- f. Controlling of dust from debris being hauled away from project site.

If you have any questions, please contact the Clean Air Branch at (808) 586-4200.

Solid and Hazardous Waste Branch (SHWB)

Due to the industrial zoning and the nature of businesses that have leased the properties over the years, the entire area near Sand Island and Keehi Lagoon would probably be contaminated with hazardous wastes. In general, the types of contamination may include the following:

1. Soil contaminated with lead and cadmium from past sandblasting activities;
2. The areas with machine and boat shops may have used oil and solvents in abandoned containers and also contaminated soils; and
3. Structures may have been painted with lead based paints.

If you have any questions, please contact the Solid and Hazardous Waste Branch at (808) 586-4226.

Hazard Evaluation & Emergency Response (HEER) Office

It is recommended that all remedial actions to clean up hazardous substance or oil spills by past and present tenants must comply with Chapter 128D, Environmental Response Law.

If you have any questions, please contact the Hazard Evaluation & Emergency Response Office at (808) 586-4249.

Sincerely,



GARY GILL

Deputy Director  
Environmental Health Administration

c: CWB  
CAB  
SHWB  
HEER

6320-01  
June 12, 2002

**WILSON  
OKAMOTO  
& ASSOCIATES, INC.**



**ENGINEERS  
PLANNERS**  
1907 S. BERETANIA ST.  
SUITE 400  
HONOLULU, HI 96826  
PH: (808) 946-2277  
FAX: (808) 946-2253

Mr. Gary Gill, Deputy Director  
Environmental Health Administration  
Department of Health  
State of Hawaii  
P.O. Box 3378  
Honolulu, Hawaii 96801

Subject: Draft Environmental Assessment (EA)  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037 040-042, 045-050, 053-054, 056-066, 069-080, 082, and 084-091

Dear Mr. Gill:

Thank you for your letter of March 8, 2002 (02-007/epo) commenting on the subject Draft Environmental Assessment (EA). We offer the following responses to comments offered by your Clean Water Branch, Clean Air Branch, Solid and Hazardous Waste Branch and Hazard Evaluation & Emergency Response Office.

Clean Water Branch

1. It is anticipated that a Department of Army permit will be required for the proposed drainage improvements. In conjunction with this permit, a Section 401 Water Quality Certification will be required and a Coastal Zone Management Certification will also likely be required. The Final EA will list these permits and approvals in Section 6.
2. We acknowledge that a National Pollutant Discharge Elimination System (NPDES) General Permit will be required for the "discharge of storm water runoff associated with construction activities" since the proposed project will involve the disturbance of approximately 20 acres of land. The Draft EA identifies the NPDES General Permit as a required permit in Section 6.
3. Please refer to item 1 above.
4. The proposed project will not involve discharging wastewater into State waters.

**WILSON  
OKAMOTO  
& ASSOCIATES, INC.**

6320-01  
Letter to Mr. Gary Gill  
Page 2  
June 12, 2002

**WILSON  
OKAMOTO  
& ASSOCIATES, INC.**

6320-01  
Letter to Mr. Gary Gill  
Page 3  
June 12, 2002

Clean Air Branch

Section 3.9 of the Draft EA discusses the potential for fugitive dust emissions during the construction phase of the proposed project. The Final EA will state that the contractor will provide adequate measures to control dust during the various phases of construction including, but not limited, to those you have listed.

Solid and Hazardous Waste Branch

Thank you for the information regarding potential types of contamination that may be found at the project site. Section 2.4 of the Draft EA notes that a comprehensive Phase I Environmental Assessment for the project site was completed in October 2000. Section 3.4 of the Final EA will discuss this report, which evaluates the existing conditions within and around the project site and its environmental history, identifying areas of potential environmental concern. Research consisted of a review of historical and regulatory records. Additionally, a site reconnaissance was conducted. In general, the potential environmental concerns included the following: use of hazardous chemical-containing materials associated with site activities; generation of potentially hazardous and non-hazardous waste associated with waste oil, solvents, and lead-acid batteries; stained patches of soil due to spills and leaks from vehicles and construction equipment; the existence of potential polychlorinated biphenyl (PCB)-containing electrical transformers located along the access road; and the existence of leaking underground storage tank (LUST) sites located within 0.5 miles of the project site, or on properties close enough to be considered a concern based on Department of Health records. Section 2.6 of the Draft EA notes that in the first phase of the proposed project, a limited Phase II Environmental Site Assessment will be conducted to determine the presence and extent of subsurface contamination and appropriate remediation efforts. When the consultant for conducting the Phase II Environmental Site Assessment is selected, the Department of Transportation, Harbors Division (DOT-HAR) will request that they consider the information you have provided in determining an appropriate protocol for their investigation.

Hazard Evaluation & Emergency Response Office

The DOT-HAR acknowledges that all remedial actions to clean up hazardous substance or oil spills by past and present tenants must comply with Chapter 128D, Environmental Response Law.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA. Should you have any questions, please call Glenn Soma at 587-2503.

Sincerely,



Earl Matsukawa AICP, Project Manager  
EM/ry

cc: Glenn Soma, Harbors Division

**WILSON  
OKAMOTO  
& ASSOCIATES, INC.**

6320-01  
Letter to Mr. Harry M. Yada  
Page 2  
June 12, 2002

to obtain a water allocation. The DOT-HAR acknowledges that State-sponsored projects requiring water service from the Honolulu Board of Water Supply system must first obtain a water allocation credit from the Engineering Branch, Land Division before it can receive a building permit and/or water meter.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA. Should you have any questions, please call Glenn Soma at 587-2503.

Sincerely,

  
Earl Matsukawa AICP, Project Manager

EM/ry

cc: Glenn Soma, Harbors Division

BENJAMIN J. CAVETANO  
DIRECTOR



STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

236 SOUTH BERTANLUA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 534-1118  
FACSIMILE (808) 534-1110

February 7, 2002

Mr. Brian Minazi, Director  
Department of Transportation, State of Hawai'i  
869 Punchbowl Street  
Honolulu, Hawai'i 96813

Mr. Glenn Soma  
Department of Transportation, State of Hawai'i, Harbors Division  
79 South Nimitz Highway  
Honolulu, Hawai'i 96813

Mr. Earl Matsukawa  
Wilson Okamoto & Associates, Inc.  
1907 South Bertanlua Street, Suite 400  
Honolulu, Hawai'i 96826

Dear Messrs. Minazi, Soma and Matsukawa:

Thank you for your submittal of a draft environmental assessment for the proposed Ke'ehi Industrial Lots Subdivision, Project No. H.C. 10043, TMK: 1-2-23:29, 33 (part), 34-37, 40-42, 45-50, 53-54, 56-66, 69-80, 82, and 84-91, Kalihi-kai, Honolulu district. We have reviewed the document and submit the following comments for your consideration and response.

1. **HAZARDOUS WASTE SITES:** My staffperson Leslie Segundo recalls that in the 1960's near the vicinity of the Nimitz Highway Bridge crossing the Kalihi Stream, a woodtreating operation using chromated copper arsenate was in existence. During the Phase II Environmental Site Assessment, as a part of its exercise of due diligence, the Department of Transportation may wish to assay for the presence of hexavalent and trivalent chromium in the area. Please also consult with the Office of Hazard Evaluation and Emergency Response for other potential contaminated sites in the area.
2. **CULTURAL IMPACT ASSESSMENT:** Pursuant to Act 50, Session Laws of Hawai'i, please include a cultural impact assessment that describes cultural resources and practices based on interviews with cultural practitioners (fishermen, gatherers, etc.) in the region, and the impact that the proposed action will have (if any) on these resources and practices.
3. **HISTORIC:** The land which the subdivision is located was formerly the 'Apihi, the Pabouiki, the Pabounui and Ananoho fishponds cited in Sterling and Summers' *Sites of O'ahu*.
4. **CUMULATIVE AND SECONDARY IMPACT ANALYSIS:** Using the information on planned projects in the region, discuss the cumulative and indirect effects the proposed project will have on these other projects and the environment in general.

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FEB 11 2002

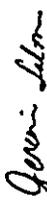
WILSON OKAMOTO & ASSOC., INC.

GENEVEVE SALMONSON  
DIRECTOR

Messrs. Minal, Soma and Matsukawa  
State of Hawaii's Department of Transportation, and Wilson Okamoto & Associates, Inc.  
February 7, 2002  
Page 2 of 2

Thank you for the opportunity to comment. If there are any questions, please call Leslie Segundo, Environmental Health Specialist, at (808) 586-4185.

Sincerely,



GENEVIEVE SALMONSON  
Director

Enclosures

State of Hawaii  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
Guidelines for Assessing Cultural Impacts

Adopted by the Environmental Council, State of Hawaii  
November 19, 1997

I. INTRODUCTION

It is the policy of the State of Hawaii under Chapter 343, HRS, to alert decision makers, through the environmental assessment process, about significant environmental effects which may result from the implementation of certain actions. An environmental assessment of cultural impacts gathers information about cultural practices and cultural features that may be affected by actions subject to Chapter 343, and promotes responsible decision making.

Articles IX and XII of the State Constitution, other state laws, and the courts of the state require government agencies to promote and preserve cultural beliefs, practices, and resources of native Hawaiians and other ethnic groups. Chapter 343 also requires environmental assessment of cultural resources, in determining the significance of a proposed project.

The Environmental Council encourages preparers of environmental assessments and environmental impact statements to analyze the impact of a proposed action on cultural practices and features associated with the project area. The Council provides the following methodology and content protocol as guidance for any assessment of a project that may significantly affect cultural resources.

II. CULTURAL IMPACT ASSESSMENT METHODOLOGY

Cultural impacts differ from other types of impacts assessed in environmental assessments or environmental impact statements. A cultural impact assessment includes information relating to the practices and beliefs of a particular cultural or ethnic group or groups.

Such information may be obtained through scoping, community meetings, ethnographic interviews and oral histories. Information provided by knowledgeable informants, including traditional cultural practitioners, can be applied to the analysis of cultural impacts in conjunction with information concerning cultural practices and features obtained through consultation and from documentary research.

In scoping the cultural portion of an environmental assessment, the geographical extent of the inquiry should, in most instances, be greater than the area over which the proposed action will take place. This is to ensure that cultural practices which may not occur within the boundaries of the project area, but which may nonetheless be affected, are included in the assessment. Thus, for example, a proposed action that may not physically alter gathering practices, but may affect access

to gathering areas would be included in the assessment. An ahupua'a is usually the appropriate geographical unit to begin an assessment of cultural impacts of a proposed action, particularly if it includes all of the types of cultural practices associated with the project area. In some cases, cultural practices are likely to extend beyond the ahupua'a and the geographical extent of the study area should take into account those cultural practices.

The historical period studied in a cultural impact assessment should commence with the initial presence in the area of the particular group whose cultural practices and features are being assessed. The types of cultural practices and beliefs subject to assessment may include subsistence, commercial, residential, agricultural, access-related, recreational, and religious and spiritual customs.

The types of cultural resources subject to assessment may include traditional cultural properties or other types of historic sites, both man made and natural, including submerged cultural resources, which support such cultural practices and beliefs.

If the subject area is in a developed urban setting, cultural impacts must still be assessed. Many incorrectly assume that the presence of urban infrastructure effectively precludes consideration of current cultural factors. For example, persons are known to gather kauna'oa, 'ilima, 'uhaloa, noni or ki on the grassy slopes and ramps of the H-1 freeway and some state highways on the neighbor islands. Certain landmarks and physical features are used by Hawaiian navigators for sailing, and the lines of sight from landmarks to the coast by fisherman to locate certain fishing spots. Blocking these features by the construction of buildings or tanks may constitute an adverse cultural impact.

The Environmental Council recommends that preparers of assessments analyzing cultural impacts adopt the following protocol:

- (1) identify and consult with individuals and organizations with expertise concerning the types of cultural resources, practices and beliefs found within the broad geographical area, e.g., district or ahupua'a;
- (2) identify and consult with individuals and organizations with knowledge of the area potentially affected by the proposed action;
- (3) receive information from or conduct ethnographic interviews and oral histories with persons having knowledge of the potentially affected area;
- (4) conduct ethnographic, historical, anthropological, sociological, and other culturally related documentary research;
- (5) identify and describe the cultural resources, practices and beliefs located within the potentially affected area; and
- (6) assess the impact of the proposed action, alternatives to the proposed action, and mitigation measures, on the cultural resources, practices and beliefs identified.

Interviews and oral histories with knowledgeable individuals may be recorded, if consent is given, and field visits by preparers accompanied by informants are encouraged. Persons interviewed

should be afforded an opportunity to review the record of the interview, and consent to publish the record should be obtained whenever possible. For example, the precise location of human burials are likely to be withheld from a cultural impact assessment, but it is important that the document identify the impact a project would have on the burials. At times an informant may provide information only on the condition that it remain in confidence. The wishes of the informant should be respected.

Primary source materials reviewed and analyzed may include, as appropriate: Mahele, land court, census and tax records, including testimonies; vital statistics records; family histories and genealogies; previously published or recorded ethnographic interviews and oral histories; community studies, old maps and photographs; and other archival documents, including correspondence, newspaper or almanac articles, and visitor journals. Secondary source materials such as historical, sociological, and anthropological texts, manuscripts, and similar materials, published and unpublished, should also be consulted. Other materials which should be examined include prior land use proposals, decisions, and rulings which pertain to the study area.

### III. CULTURAL IMPACT ASSESSMENT CONTENTS

In addition to the content requirements for environmental assessments and environmental impact statements, which are set out in HAR §§§§ 11-200-10 and 16 through 18, the portion of the assessment concerning cultural impacts should address, but not necessarily be limited to, the following matters:

1. A discussion of the methods applied and results of consultation with individuals and organizations identified by the preparer as being familiar with cultural practices and features associated with the project area, including any constraints or limitations which might have affected the quality of the information obtained.
2. A description of methods adopted by the preparer to identify, locate, and select the persons interviewed, including a discussion of the level of effort undertaken.
3. Ethnographic and oral history interview procedures, including the circumstances under which the interviews were conducted, and any constraints or limitations which might have affected the quality of the information obtained.
4. Biographical information concerning the individuals and organizations consulted, their particular expertise, and their historical and genealogical relationship to the project area, as well as information concerning the persons submitting information or interviewed, their particular knowledge and cultural expertise, if any, and their historical and genealogical relationship to the project area.
5. A discussion concerning historical and cultural source materials consulted, the institutions and repositories searched, and the level of effort undertaken. This discussion should include, if appropriate, the particular perspective of the authors, any opposing views, and any other relevant constraints, limitations or biases.
6. A discussion concerning the cultural resources, practices and beliefs identified, and, for resources and practices, their location within the broad geographical area in which the

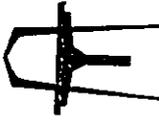
proposed action is located, as well as their direct or indirect significance or connection to the project site.

7. A discussion concerning the nature of the cultural practices and beliefs, and the significance of the cultural resources within the project area, affected directly or indirectly by the proposed project.
8. An explanation of confidential information that has been withheld from public disclosure in the assessment.
9. A discussion concerning any conflicting information in regard to identified cultural resources, practices and beliefs.
10. An analysis of the potential effect of any proposed physical alteration on cultural resources, practices or beliefs; the potential of the proposed action to isolate cultural resources, practices or beliefs from their setting; and the potential of the proposed action to introduce elements which may alter the setting in which cultural practices take place.
11. A bibliography of references, and attached records of interviews which were allowed to be disclosed.

The inclusion of this information will help make environmental assessments and environmental impact statements complete and meet the requirements of Chapter 343, HRS. If you have any questions, please call 586-4185.

6320-01  
June 12, 2002

**WILSON**  
**OKAMOTO**  
& ASSOCIATES, INC.



ENGINEERS  
PLANNERS  
1907 S. BERETANIA ST  
SUITE 400  
HONOLULU HI 96813  
PH: 808/946-2277  
FAX: 808/946-2253

Ms. Genevieve Salmonson, Director  
State of Hawaii  
Department of Health  
Office of Environmental Quality Control  
235 South Beretania Street, Suite 702  
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment (EA)  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054, 056-066, 069-080, 082, and 084-091

Dear Ms. Salmonson:

Thank you for your letter of February 7, 2002 commenting on the subject Draft EA. We offer the following responses in the respective order of your numbered comments:

1. Thank you for the information regarding the former wood-treating operation in the vicinity of the Nimitz Highway Bridge crossing of Kalihi Stream. When the consultant for conducting the Phase II Environmental Site Assessment is selected, the Department of Transportation, Harbors Division (DOT-HAR) will request that they consider this information in determining an appropriate protocol for their investigation, including the need to test for the presence of hexavalent and trivalent chromium in the area. The DOT-HAR will also request them to consult with the Office of Hazard Evaluation and Emergency Response for other potential contaminated sites in the area.
2. Act 50, Session Laws of Hawaii, 2000 requires adverse effects of a proposed action on cultural practices be considered in determining "significant effect. While the OEQC Guidelines for Assessing Cultural Impact recommends interviews with cultural practitioners as a source of information for identifying cultural resources and practices in the region, we understand that such interviews are not specifically required pursuant to Act 50 for determining "significant effect." With regard to the proposed project, there is adequate existing information regarding the relationship of the project site to the cultural resources and practices occurring in Keehi Lagoon to assess the significance of the proposed project's effect on such

resources and practices. Section 3.11 of the Final EA will provide the following discussion of cultural impact:

Cultural activities that were historically associated with the former fishponds and shoreline area of the project site were terminated by previous land reclamation. Subsequent development of the project site with various industrial-type uses has left little habitat for any terrestrial flora and fauna that may be of cultural value. Plants found within the project site include salt tolerant species such as pluchea and pickleweed, which are common in untended areas in the general vicinity of the project site.

Offshore of the project site, Keehi Lagoon offers opportunities for various ocean and shoreline-related cultural activities such as outrigger canoeing, fishing and gathering. Presently, however, there is no legal public access through the project site to Keehi Lagoon or the marshy shoreline area bordering the project site to the northwest. Pier 60, which adjoins Keehi Lagoon, is administered by the DOT-HAR as a commercial harbor facility, hence, public use for boating activities and shoreline access is prohibited. The marshy shoreline area abutting the northwest boundary of the project site, which is comprised of reclaimed land administered by the DLNR, is not legally accessible through the project site.

No change in impact on cultural resources or practices in the vicinity of the project site is anticipated as a result of the proposed project. Public access through the project site to the marshy shoreline along the northwest will continue to be unavailable and Pier 60, for which no improvements are proposed, will continue to be administered by the DOT-HAR as a commercial harbor facility, prohibiting public use for boating activities and shoreline access.

The project site is visible from Keehi Lagoon and its physical appearance will change as result of its proposed redevelopment. For those involved in ocean and shoreline cultural activities within Keehi Lagoon, this change will be perceived as more intensive urbanization along this coast. Due to the flat topography of the region, however, structures built on the project site within the 60-foot height limit established by the City's Land Use Ordinance will not obstruct prominent landforms that may be used for ocean navigation.

3. We appreciate the information you provided regarding the names of former fishponds in the project area. Section 3.11 of the Final EA will be revised to include this information.

4. Section 4.6 of the Draft EA discusses the impacts of the proposed project in relationship to the Keehi Lagoon Recreational Plan, the Honolulu Waterfront Master Plan and the Oahu Commercial Harbors 2020 Master Plan. Section 4.7 discusses the impacts of the City's proposed Sand Island Scenic Parkway/Marina Road.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA. Should you have any questions, please call Glenn Soma at 587-2503.

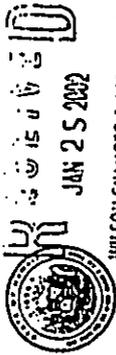
Sincerely,



Earl Matsukawa AICP, Project Manager

EM/ry

cc: Glenn Soma, Harbors Division



AGRICULTURE DEVELOPMENT  
 FORESTRY  
 NATURAL RESOURCES  
 PLANNING AND DESIGN  
 CONSTRUCTION AND  
 RECONSTRUCTION  
 COMPLIANCE  
 INVESTMENT AND REVENUE  
 LAND DIVISION  
 STATE PARKS  
 WATER RESOURCE MANAGEMENT

DEPARTMENT OF LAND AND NATURAL RESOURCES  
 Division of State Parks

WILSON OKAMOTO & ASSOC., INC.  
 STATE OF HAWAII  
 DEPARTMENT OF LAND AND NATURAL RESOURCES  
 LAND DIVISION  
 P.O. BOX 521  
 HONOLULU, HAWAII 96809

MEMORANDUM

DATE: January 14, 2002  
 TO: Dee Dee Mamiya, Administrator  
 Land Division  
 FROM: Daniel Quinn, Administrator *Dan Quinn*  
 SUBJECT: Draft Environmental Assessment (EA) for the Keehi Industrial Lots  
 Development Plan for Department of Transportation, State of Hawaii.  
 (LD/NAV/LOG55; Ref: KEEHILDPTDOT.COM).

LD-NAV/LOG55

Wilson Okamoto & Associates, Inc.  
 Earl Matsukawa, AICP, Project Manager  
 1907 South Beretania Street, Suite 400  
 Honolulu, Hawaii 96826

Dear Mr. Matsuakawa:

SUBJECT: Department Review Draft Environmental Assessment  
 Applicant: Wilson Okamoto & Associate, Inc., for the Department of  
 Transportation State of Hawaii  
 Proposed: Keehi Industrial Lots Development Plan  
 Location: Honolulu, Island of Oahu, Hawaii  
 TRK: 1"/ 1-2-23: 29, 33-37, 40-42, 45-50, 53, 54, 56-66,  
 69-80, 82 and 84-91

Thank you for the opportunity to review and comment on the subject Draft  
 Environmental Assessment (DEA) covering the Keehi Industrial Lots Development  
 Plan.

A copy of the DEA covering the proposed project was transmitted to the  
 following Department of Land and Natural Resources' Divisions for their review  
 and comment:

- Division of Aquatic Resources - Division of Forestry and  
 Wildlife - Commission on Water Resource Management - Land Division  
 Engineering Branch, Land Division Planning and Technical  
 Services - Land Division Oahu District Land Office

Attached herewith are copies of comments received from the Division of  
 State Parks, Division of Forestry and Wildlife and the Land Division  
 Engineering Branch.

The Department has no other comment to offer at this time.

Should you have any questions, please feel free to contact Nicholas A.  
 Vaccaro of the Land Division Support Services Branch at 808-587-0438.

Very truly yours,

*Nicholas A. Vaccaro*  
 NICHOLAS A. VACCARO  
 Acting Administrator

C: Oahu Hawaii District Land Office

The proposal calls for the redevelopment of approximately 20 acres of land adjacent to  
 Pier 60 at Keehi for improved industrial lease lots for freight forwarders and other  
 harbor-related uses.

Under Section 4, the Draft EA examines the project relationship to the Honolulu  
 Waterfront Master Plan wherein it is noted that the plan envisions a mixture of  
 recreational, cultural and commercial activity. In fact, the plan's third theme supports  
 and expands on the concept of a system of great parks stretching along the length of  
 urban Honolulu. The Office of State Planning prepared park plans for the project site,  
 but for various reasons, the park was not constructed. The potential use of the project  
 site for a scenic shoreline park should be addressed throughout the document, and in  
 particular, under Section 5, page 5-1 to 5-3, addresses "Alternatives to the Proposed  
 Action".

DLNR-LAND DIVISION  
ENGINEERING BRANCH

**COMMENTS**

The FEMA Flood Insurance Rate Map (FIRM) Community Panel No. 150001 0115C referenced in the Draft Environmental Assessment (DEA) has been replaced with FEMA Map Number 15003C0353 E.

Please note that this project must comply with rules and regulations of the National Flood Insurance Program (NFIP) and all applicable County Flood Ordinances, whenever work is required within a flood zone. If there are any questions regarding the NFIP, please contact the State NFIP Coordinator, Sterling Yong, of the Department of Land and Natural Resources at 587-0248. If there are questions regarding flood ordinances, please contact the applicable County representative.

The DEA should include the water demand for the proposed project. It should also note that the water demands should be coordinated with the Engineering Branch, Land Division, DLNR to obtain a water allocation. Please note that the implementation of any State-sponsored projects requiring water service from the Honolulu Board of Water Supply (BWS) system must first obtain a water allocation credit from the Engineering Branch, Land Division before it can receive a building permit and/or water meter.

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
Land Division  
Honolulu, Hawaii  
January 8, 2002

LD/NAV/LOG55  
Ref.: KEEHILDPDOT.COM

Suspense Date: 1/18/02

**MEMORANDUM:**

TO: XXX Division of Aquatic Resources  
XXX Division of Forestry & Wildlife  
XXX Division of State Parks  
XXX Division of Boating and Ocean Recreation  
Historic Preservation Division  
XXX Commission on Water Resource Management  
Land Division Branches of:  
XXX Planning and Technical Services  
XXX Engineering Branch  
XXX Oahu District Land Office

FROM: Harry H. Yada, Acting Administrator  
Land Division

DEPT. OF LAND &  
NATURAL RESOURCES  
STATE OF HAWAII

2002 JAN 16 P 4 22

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LAND DIVISION

02 JAN 09 10:13:33 WATER & LAND

SUBJECT: Draft Environmental Assessment for the Keehi Industrial  
Lots Development Plan for Department of Transportation  
State of Hawaii - Tax Map Key: 1\*/ 1-2-23: 29, 33-37, 40-  
42, 45-50, 53, 54, 56-66, 69-80, 82 and 84-91

Please review the Draft Environmental Assessment covering the  
proposed project and submit your comment (if any) to us on Division  
letterhead signed and dated on or before the suspense date. If we  
do not receive a response by the suspense date, we will assume  
there are no comments.

NOTE: One (1) copy of the Draft Environmental Assessment is  
available for review in the Land Division Office, Room 220.

Should you need more time to review this matter, please  
contact Nicholas A. Vaccaro at 587-0438

No Comment \_\_\_\_\_ Comment Attached X

Date JAN 16 2002

Signed San T. Yano

By: ANDREW M. MONDREY, CHIEF ENGINEER

COMMUNITY DEVELOPMENT  
 DIVISION  
 PLANNING  
 DESIGN  
 ADMINISTRATION  
 RESEARCH

RECEIVED  
LAND DIVISION

STATE OF HAWAII  
 DEPARTMENT OF LAND AND NATURAL RESOURCES  
 Land Division  
 Honolulu, Hawaii  
 January 8, 2002

LD/NAV/LOG55  
 Ref.: KEEHIIIDPDPOT.COM

Suspense Date: 1/18/02

MEMORANDUM:

TO: XXX Division of Aquatic Resources  
 XXX Division of Forestry & Wildlife  
 XXX Division of State Parks  
 XXX Division of Boating and Ocean Recreation  
 Historic Preservation Division  
 Land Division Branches of:  
 XXX Planning and Technical Services  
 XXX Engineering Branch  
 XXX Oahu District Land Office  
 FROM: Harry M. Yada, Acting Administrator  
 Land Division

RECEIVED  
 LAND DIVISION  
 2002 JAN 15 A 8 02  
 DEPT. OF LAND & NATURAL RESOURCES  
 STATE OF HAWAII

SUBJECT: Draft Environmental Assessment for the Keehi Industrial Lots Development Plan for Department of Transportation State of Hawaii - Tax Map Key: 1A/ 1-2-23: 29, 33-37, 40-42, 45-50, 53, 54, 56-66, 69-80, 82 and 84-91

Please review the Draft Environmental Assessment covering the proposed project and submit your comment (if any) to us on division letterhead signed and dated on or before the suspense date. If we do not receive a response by the suspense date, we will assume there are no comments.

NOTE: One (1) copy of the Draft Environmental Assessment is available for review in the Land Division Office, Room 220.

Should you need more time to review this matter, please contact Nicholas A. Vaccaro at 587-0438

No Comment  Comment Attached \_\_\_\_\_

Date 1/14/02

Signed *Nicholas A. Vaccaro*

SUSPENSE DATE  
 1/18/02  
 FAX/SEND COPY TO

TO: XXX Division of Aquatic Resources  
 XXX Division of Forestry & Wildlife  
 XXX Division of State Parks  
 XXX Division of Boating and Ocean Recreation  
 Historic Preservation Division  
 Land Division Branches of:  
 XXX Planning and Technical Services  
 XXX Engineering Branch  
 XXX Oahu District Land Office  
 FROM: Harry M. Yada, Acting Administrator  
 Land Division

SUBJECT: Draft Environmental Assessment for the Keehi Industrial Lots Development Plan for Department of Transportation State of Hawaii - Tax Map Key: 1A/ 1-2-23: 29, 33-37, 40-42, 45-50, 53, 54, 56-66, 69-80, 82 and 84-91

Please review the Draft Environmental Assessment covering the proposed project and submit your comment (if any) to us on division letterhead signed and dated on or before the suspense date. If we do not receive a response by the suspense date, we will assume there are no comments.

NOTE: One (1) copy of the Draft Environmental Assessment is available for review in the Land Division Office, Room 220.

Should you need more time to review this matter, please contact Nicholas A. Vaccaro at 587-0438

No Comment \_\_\_\_\_ Comment Attached

Date JAN 14 2002

Signed *Nicholas A. Vaccaro*

DIVISION  
 STATE OF HAWAII  
 JAN 9 10 29 AM '02

RECEIVED  
LAND DIVISION

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
Land Division  
Honolulu, Hawaii  
January 8, 2002

2002 JAN 16 P 4: 22

DEPT. OF LAND &  
NATURAL RESOURCES  
STATE OF HAWAII

ID/NAV/LOG55  
Ref.: KEEHILDPTOT.COM

Suspense Date: 1/18/02

MEMORANDUM:

- TO: XXX Division of Aquatic Resources
- XXX Division of Forestry & Wildlife
- XXX Division of State Parks
- XXX Division of Boating and Ocean Recreation
- Historic Preservation Division
- XXX Commission on Water Resource Management
- Land Division Branches of:
  - XXX Planning and Technical Services
  - XXX Engineering Branch
  - XXX Oahu District Land Office

FROM: Harry M. Yada, Acting Administrator  
Land Division

SUBJECT: Draft Environmental Assessment for the Keehi Industrial  
Lots Development Plan for Department of Transportation  
State of Hawaii - Tax Map Key: 1-2-23: 29, 33-37, 40-  
42, 45-50, 53, 54, 56-66, 69-80, 82 and 84-91

Please review the Draft Environmental Assessment covering the  
proposed project and submit your comment (if any) to us on division  
letterhead signed and dated on or before the suspense date. If we  
do not receive a response by the suspense date, we will assume  
there are no comments.

NOTE: One (1) copy of the Draft Environmental Assessment is  
available for review in the Land Division Office, Room 220.

Should you need more time to review this matter, please  
contact Nicholas A. Vaccaro at 587-0438

NO Comments on this project.

Date: 1/16/02  
Signed:   
D:\FH\ Admin\istok

6320-01  
June 12, 2002

WILSON  
OKAMOTO  
& ASSOCIATES, INC.



ENGINEERS  
PLANNERS  
1907 S. BERETANIA ST  
SUITE 400  
HONOLULU, HI 96826  
PH 1080946-2777  
FAX 1080946-2753

Mr. Harry M. Yada, Acting Administrator  
Land Division  
Department of Land and Natural Resources  
P.O. Box 621  
Honolulu, Hawaii 96809

Subject: Draft Environmental Assessment (EA)  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-  
054, 056-066, 069-080, 082, and 084-091

Dear Mr. Yada:

Thank you for your letter of January 23, 2002 (Ref.:KEEHILDOT.RCM)  
commenting on the subject Draft Environmental Assessment (EA). We offer  
the following responses to comments offered by your Division of State Parks  
and Engineering Branch. Your Division of Forestry and Wildlife indicated that  
they had no comments to offer.

Division of State Parks

We appreciate the information you provided regarding plans prepared by the  
Office of State Planning for a park at the project site, pursuant to a theme  
espoused by the Honolulu Waterfront Master Plan. This information will be  
included in Section 4.6 of the Final EA. Discussing the park as an alternative  
to the proposed project, however, would be inconsistent in Section 5 of the  
EA. This section discusses alternatives considered for achieving the project's  
purpose and need; i.e., effectively utilizing the project site for harbor-related  
uses pursuant to the Oahu Commercial Harbors 2020 Master Plan.

Land Division - Engineering Branch

We appreciate your correction of the Flood Insurance Rate Map Number. The  
Final EA will refer to the current number.

Water demand for the proposed project has yet to be determined since the EA  
is based on a conceptual design developed to assess its feasibility. Should  
the Department of Transportation, Harbors Division (DOT-HAR) decide to  
pursue the project, additional design development will determine water  
demand. At that time, DOT-HAR will coordinate with the Engineering Branch



WILLIAM J. CAVITT  
GOVERNOR OF HAWAII

DEPARTMENT  
OF  
TRANSPORTATION

1001 JUN 22 A & S1  
DEPUTY DIRECTOR

02 JUN 24 10:53 AM  
HARBORS DIVISION

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

HARBORS DIVISION  
CORPUS  
JAMES E. LAWRENCE  
LAWEL, HONOLULU

ADRIATIC ADVANCES  
BOATING AND OCEAN RECREATION  
COMMISSION ON WATER RESOURCE  
MANAGEMENT  
CONSERVATION AND RESOURCES  
DEPARTMENT  
COURTESY AND WELCOME  
HISTORIC PRESERVATION  
LAND  
STATE PARKS

HAWAII HISTORIC PRESERVATION  
DIVISION REVIEW

Log #: 28953  
Doc #: 0201EJ10

Application/Agency: Jadine Urasaki, Acting Administrator  
Department of Transportation  
Harbors Division  
79 South Ribnitz Highway  
Honolulu, HI 96813

02-0706

Address: Mr. Glenn Soma

SUBJECT: Chapter 6E-4 Historic Preservation Review - Draft Environmental Assessment State of Hawaii, Department of Transportation, Harbors Division (DOT-H) Keolu Industrial Lots Development Plan  
Ke'ahi, Kona, O'ahu

Alupa'a: Ke'ahi (Honolulu)  
District Island: Kona, O'ahu  
TMFC: (1) 1-2-021-029; 033-037, 040-042, 045-050, 053-054, 056-066, 069-080, 082, 084-091

1. We believe there are no historic properties present, because:
- a) intensive cultivation has altered the land
  - b) residential development/urbanization has altered the land
  - c) previous grubbing/grading has altered the land
  - d) an acceptable archaeological assessment or inventory survey found no historic properties
  - e) other: There are no known historic sites at this location which has been identified to enhance the shoreline, making it unlikely that historic sites will be found.
2. This project has already gone through the historic preservation review process, and mitigation has been completed.
3. Thus, we believe that "no historic properties will be affected" by this undertaking

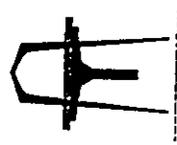
Staff: Elaine Jourdane Date: 1/14/02

Title: Assistant Archaeologist - O'ahu Phone: (808) 692-8017

Cc: G. Salmons, Director SOH, Department of Health, OEQC, 215 S. Beretania St., Suite 702, Honolulu, HI 96813

6320-01  
June 12, 2002

WILSON  
OKAMOTO  
& ASSOCIATES, INC.



ENGINEERS  
PLANNERS  
1907 S. BERETANIA ST  
SUITE 400  
HONOLULU, HI 96826  
PH (808) 946-2277  
FAX (808) 946-7253

Mr. Don Hibbard, Administrator  
State Historic Preservation Division  
Department of Land and Natural Resources  
State of Hawaii  
Kakuhihawa Bldg. Room 566  
601 Kamokila Boulevard  
Kapolei, Hawaii 96707

Attention: Ms. Elaine Jourdane

Subject: Draft Environmental Assessment (EA)  
Keolu Industrial Lots Development Plan  
Keolu, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054, 056-066, 069-080, 082, and 084-091

Dear Mr. Hibbard:

Thank you for your letter of January 16, 2002 (Log # 28953 Doc# 0201EJ10) regarding the subject Draft Environmental Assessment (EA) in which you state that you "believe that no historic properties will be affected" by this undertaking." Your letter, along with this response, will be reproduced in the forthcoming Final EA. Should you have any questions, please call Glenn Soma at 587-2503.

Sincerely,  
  
Earl Matsukawa AICP, Project Manager  
EM/ry

cc: Glenn Soma, Harbors Division



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

MAY 16 2002

TO: JADINE URASAKI  
ACTING ADMINISTRATOR  
HARBORS DIVISION

FROM: GLENN M. YASUI  
ADMINISTRATOR  
HIGHWAYS DIVISION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT, KEEHI INDUSTRIAL LOTS  
DEVELOPMENT PLAN, KEEHI LAGOON, TMK: 1-2-23: VARS

The proposed development of the industrial lots is not anticipated to have a significant impact on Sand Island Access Road, our State facility.

Plans for construction work within the State Highway's right-of-way must be submitted for our review and approval.

If there any question regarding these comments, please contact Ronald Tsuzuki, Head Planning Engineer, Highways Division, at 587-1830.

c: Ms. Genevieve Salmonson (Office of Environmental Quality Control)  
Mr. Earl Matsukawa (Wilson Okamoto & Associates, Inc.)

BRANKI IMAI  
DIRECTOR

DEPUTY DIRECTORS  
JEAN L. OSATA  
JADINE Y. URASAKI

BY TELETYPE TO

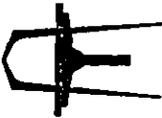
HWY-PS  
2.6541

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MAY 17 2002

WILSON OKAMOTO & ASSOCIATES, INC.

6320-01  
June 12, 2002

WILSON  
OKAMOTO  
& ASSOCIATES, INC.



ENGINEERS  
PLANNERS  
1907 S BERTANJIA ST  
SUITE 400  
HONOLULU, HI 96806  
PH: 408-956-2777  
FAX: 408-956-2753

Mr. Glenn M. Yasui, Administrator  
Highways Division  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, Hawaii 96813-5097

Subject: Draft Environmental Assessment (EA)  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054, 056-066, 069-080, 082, and 084-091

Dear Mr. Yasui:

Thank you for your letter of May 16, 2002 (HWY-PS 2.6541) commenting on the subject Draft Environmental Assessment (EA). We offer the following responses in the respective order of your comments:

1. We appreciate your confirmation that the proposed project is not anticipated to have a significant impact on Sand Island Access Road, which is a State facility.
2. The Harbors Division (DOT-HAR) will have plans for construction work within the State Highway's right-of-way submitted to your office for review and approval when such plans for the proposed project are prepared.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the

**WILSON  
OKAMOTO  
& ASSOCIATES, INC.**

6320-01  
Letter to Mr. Glenn Yasui  
Page 2  
June 12, 2002

**BOARD OF WATER SUPPLY  
CITY AND COUNTY OF HONOLULU  
630 SOUTH BERETANIA STREET  
HONOLULU, HI 96813**



February 7, 2002

JEREMY HARRIS, Mayor  
EDDIE FLORES, JR., Chairman  
CHARLES A. STEED, Vice-Chairman  
JAN H. L. YAM  
HERBERT S. K. MAOPUA, SR.  
BARBARA ROM STANTON  
BRIAN K. MURRAY, Esq., Officer  
ROSIE S. SASAKURA, Esq., Officer  
CLIFFORD S. JAMILE  
Manager and Chief Engineer

forthcoming Final EA. Should you have any questions, please call Glenn Soma at 587-2503.

Sincerely,

Eant Matsukawa AICP, Project Manager

EM/ry

cc: Glenn Soma, Harbors Division

Ms. Jazine Urasaki, Acting Administrator  
Harbors Division  
Department of Transportation  
State of Hawaii  
79 South Nimitz Highway  
Honolulu, Hawaii 96813

Attention: Glenn Soma

Dear Ms. Urasaki:

Subject: The Transmittal of January 4, 2002 of the Draft Environmental Assessment for the Keahi Industrial Lots Development Plan, Keahi, TMK: 1-2-23; 29, 33-37, 40-42, 45-50, 53-54, 56-66, 69-80, 82, 84-91

**R E C E I V E D**  
FEB 07 2002

WILSON OKAMOTO & ASSOC., INC

Thank you for the opportunity to review the subject document for the proposed industrial subdivision.

Our previous comments of September 18, 2001 have been addressed and are included in Section 8 of the Draft Environmental Assessment.

Please note, however, that there are two active water services consisting of a 3/4-inch and a 2-inch water meters serving TMK: 1-2-23: 64.

If you have any questions, please contact Scot Muraoka at 527-5221.

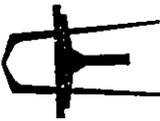
Very truly yours,

for CLIFFORD S. JAMILE  
Manager and Chief Engineer

cc: Office of Environmental Quality Control  
Wilson Okamoto & Associates, Inc.

6320-01  
June 12, 2002

**WILSON  
OKAMOTO  
& ASSOCIATES, INC.**



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PLANNERS**  
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PH (808) 946-2777  
FAX (808) 946-2753

Mr. Clifford S. Jamile, Manager and Chief Engineer  
City & County of Honolulu  
Board of Water Supply  
630 S. Beretania Street  
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment (EA)  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-  
054, 056-066, 069-080, 082, and 084-091

Dear Mr. Jamile:

Thank you for your letter of February 7, 2002 commenting on the subject Draft Environmental Assessment (EA). The Final EA will indicate the presence of the two active water services to parcel 1-2-23:64.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA. Should you have any questions, please call Glenn Soma at 587-2503.

Sincerely,

  
Earl Matsukawa AICP, Project Manager

EM/ry

cc: Glenn Soma, Harbors Division

DEPARTMENT OF DESIGN AND CONSTRUCTION  
**CITY AND COUNTY OF HONOLULU**  
850 SOUTH KING STREET, 11TH FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 525-1151 Fax: (808) 525-1487  
Website: www.cc.honolulu.gov

JEREMY HARRIS  
MAYOR



RAE M. LOUI, P. E.  
DIRECTOR  
ERIC O. CRISPIN, AIA  
DEPUTY DIRECTOR  
GEORGE T. TAKASHIRO, P. E.  
ASSISTANT DIRECTOR

February 7, 2002

Ms. Jantine Urasaki  
Acting Administrator  
Harbors Division  
Department of Transportation  
State of Hawaii  
79 South Nimitz Highway  
Honolulu, Hawaii 96813  
Attention: Mr. Glenn Soma  
Dear Ms. Urasaki  
Subject: Keehi Industrial Lots Development Plan Draft Environmental Assessment (EA)  
Tax Map Keys (1) 1-2-23: 029, 033-037, 040-042, 045-050, 053-054,  
056-066, 069-080, 082, and 084-091

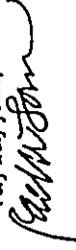
**RECEIVED**  
FEB 11 2002

WILSON OKAMOTO & ASSOC., INC.

We have reviewed the draft EA for the Keehi Industrial Lots Development Plan. The proposed development must not interfere with the City and County of Honolulu's radio and microwave transmission.

Thank you for the opportunity to review this document.

Very truly yours,



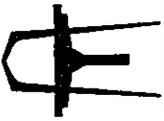
RAE M. LOUI, P. E.  
Director

RML:ei

cc: Ms. Genevieve Salmonson, Office of Environmental Quality Control  
/Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

6320-01  
June 12, 2002

**WILSON  
OKAMOTO  
& ASSOCIATES, INC.**



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PH: 808/946-2277  
FAX: 808/946-2253

Ms. Rae M. Loui, P.E., Director  
City & County of Honolulu  
Department of Design and Construction  
650 S. King Street, 11<sup>th</sup> Floor  
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment (EA)  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-  
054, 056-066, 069-080, 082, and 084-091

Dear Ms. Loui:

Thank you for your letter of February 7, 2002 commenting on the subject Draft Environmental Assessment (EA). We acknowledge your concern should future structures within the project site interfere with the City's radio and microwave transmissions. As stated in Section 4.5 of the Draft EA, the project site is zoned I-2 Intensive Industrial, within which the proposed project is a permitted use. The Final EA will state that any structures built as tenant improvements will comply with the 60-foot height limit for the project site. If structures built to the allowable height limit would interfere with the City's radio and microwave transmission, then the City should make the necessary adjustments at its transmission and receiving stations.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA. Should you have any questions, please call Glenn Soma at 587-2503.

Sincerely,

Earl Matsukawa AICP, Project Manager

EM/ry

cc: Glenn Soma, Harbors Division

DEPARTMENT OF PLANNING AND PERMITTING  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET - HONOLULU, HAWAII 96813  
TELEPHONE: (808) 322-4414 • FAX: (808) 322-5753 • INTERNET: WWW.CC.HONOLULU.HI



JEROME HARMS  
DIRECTOR

RANDALL K. FUJIMI, AIA  
DIRECTOR  
LORETTA R. C. CHIE  
SENIOR DIRECTOR

2002/ELOG-46 (ask)

February 7, 2002

**RECEIVED**  
FEB 08 2002

Mr. Earl Matsukawa, Project Manager  
Wilson Okamoto & Associates, Inc.  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

Dear Mr. Matsukawa:

Draft Environmental Assessment  
Keehi Industrial Subdivision  
Tax Map Keys 9-7-8; 12; 9-8-3; 1 and 10; 9-8-4; 2 and 3

WILSON OKAMOTO & ASSOC., INC.

We have reviewed the above document and offer the following comments:

Uses

Page 2-1 of the Draft EA states that the Keehi Industrial Lots Development Plan identifies maritime-related uses that could be "afforded long-term leases" at the improved lots. Page 3-14 states that the existing tenants are non-maritime-related and cannot be afforded long-term leases at the project site.

The Final EA should disclose the proposed uses that will be located on the project site subsequent to proposed infrastructure improvements. The term and activities associated with "freight forwarders" should be described in the Final EA. In addition, the Final EA should address the socio-economic impacts associated with the potential displacement of the existing non-maritime-related tenants.

Hazardous Materials

The Final EA should disclose if there are hazardous materials on the project site and the remediation activities that might be required.

Mr. Earl Matsukawa, Project Manager  
Page 2  
February 7, 2002

#### Subdivision

The Final EA should indicate if the lots are to be created through a formal subdivision action. If so, the proposal must comply with the City's subdivision standards.

If the lots are not created through a subdivision action they will not be considered legal lots of record. City land use development standards, permits and processing are based on legal lots of record.

#### Grading

Page 3-2 indicates that the site will be graded to a finished elevation of approximately six to seven feet to avoid flood hazards associated with the base flood elevation. Page 3-5 states that finished elevation will be about two to three feet above the existing grade. The Final EA should indicate the approximate fill that will be imported over the development area.

The Final EA should describe how drainage patterns will be altered by the project. How will the constituents and volumes of storm water runoff be changed by the proposal?

An exhibit showing the location of the existing and proposed drainage infrastructure should be included in the Final EA.

#### Roads

The width of the proposed right-of-way does not meet the newly adopted subdivision street standards of June 1, 2001. In addition, the configuration of the proposed roadway does not appear to comply with the standards related to horizontal curves.

#### Special Management Area

Page 4-13 indicates that the industrial lot redevelopment project is exempt from Special Management Area Use Permit (SMP) requirements by Chapter 266-2 HRS, which allows the DOT to construct commercial harbor facilities without the need for county agency approval. The Final EA should indicate the basis for determining that the proposed industrial park qualifies as a "harbor facility" for the basis of this exemption.

We further point out that the SMP process roughly constitutes a Federal approval, in that the City Council acts on a major

Mr. Earl Matsukawa, Project Manager  
Page 3  
February 7, 2002

SMP by evaluating its consistency with the Federal Coastal Zone Management Program. This federal program is implemented locally via the SMP process.

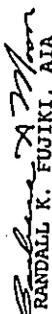
#### Segmenting/Streamlining

Page 4-13 indicates that subsequent tenants will be required to obtain SMPs. As part of this process, each developer would be subject to Chapter 343, HRS assessment requirements, review by DPP and possibly City Council. As an alternative to this somewhat segmented and inefficient approach, the State Department of Transportation might consider processing a comprehensive SMP for the full development of the project site. The Department of Land and Natural Resources chose this approach with the redevelopment of 111 industrial lots within the Sand Island Industrial Park. The result was a comprehensive review of the entire proposal and permit streamlining (particularly for tenants).

The Final EA should provide a description of the future development of the property, if possible. What is the basis for the irregular lots lines that are proposed in the "Recommended Site Layout", attached to the Draft EA as Figure 2-3?

If you have any questions, please contact Ardis Shaw-Kim of our staff at 527-5349.

Sincerely yours,

  
for  
RANDALL K. FUJIKI, AIA  
Director of Planning  
and Permitting

RKF:cs  
P5-139275

cc: DOT (Glenn Soma)  
OEQC (Genevieve Salmonson)

6320-01  
June 12, 2002

**WILSON**  
**OKAMOTO**  
**& ASSOCIATES, INC.**



**ENGINEERS**  
**PLANNERS**  
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1907 S. BERETANIA ST  
HONOLULU, HI 96826  
PH: 808/946-2777  
FAX: 808/946-2753

Mr. Randall K. Fujiki, Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment (EA)  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054, 056-066, 069-080, 082, and 084-091

Dear Mr. Fujiki:

Thank you for your letter of February 7, 2002 (2002/ELOG-46 (ask)) commenting on the subject Draft EA. We offer the following responses in the respective order of your comments:

Uses

As discussed in Section 2.1 of the Draft EA, the proposed project is based on the Keehi Industrial Lots Development Plan, which identifies maritime-related uses that could be afforded long-term leases for the improved lots. Section 2.5 of the Draft EA identifies potential tenants that were consulted to determine space and facility requirements, including freight forwarders and other commercial harbor users. At this time, however, the Department of Transportation, Harbors Division (DOT-HAR) has made no commitments to accommodate any potential tenants.

Section 2.5 in the Final EA will describe that freight forwarding involves the consolidation and unpacking of general cargo items into and out of shipping containers for inter-island and overseas shipments.

Section 3.13.2 of the Draft EA discussed the socio-economic impacts of displacing existing tenants.

Hazardous Materials

Section 3.4 of the Final EA will discuss the comprehensive Phase I Environmental Assessment prepared for the project site in October 2000. The report evaluates the existing conditions within and around the project site and

**WILSON**  
**OKAMOTO**  
**& ASSOCIATES, INC.**

6320-01  
Letter to Mr. Randall K. Fujiki  
Page 2  
June 12, 2002

its environmental history, identifying areas of potential environmental concern. The discussion of impacts and mitigation measures in Section 3.4 of the Draft EA notes that a Phase II Environmental Site Assessment will be conducted to determine the presence and extent of soil contamination and mitigation measures required by applicable federal and state regulations.

Subdivision

The DOT-HAR intends to pursue formal subdivision action for the proposed project and comply with the City's subdivision standards.

Grading

Section 3.4 of the Final EA will note that approximately 120,000 cubic yards of imported engineering fill will be used for site preparation.

Section 3.14.4 of the Final EA will clarify the discussion of existing drainage conditions and proposed drainage improvements for the proposed project. Section 3.5 of the Final EA will state that proposed drainage improvements within the project site will collect and discharge drainage into the two existing open drainage channels which will also be improved in support of the proposed project. It will also include a discussion regarding the potential change in the constituents and volume of drainage. The constituents of drainage from the project site are anticipated to improve with regard to water quality as the proposed drainage improvements will comply with storm water quality control standards. The volume of discharge from the project site is anticipated to increase as most of the project site will likely be built over or paved. The capacity of the proposed drainage improvements is based on the assumption of an impervious surface over the project site.

The location of the two existing open drainage channels will be noted in Figure 3-2 in the Final EA. The drainage system serving the proposed freight forwarders terminal will be designed after the Phase II Environmental Site Assessment has been conducted in the first phase of the project, as described in Section 2.6 of the Draft EA

**WILSON**  
**OKAMOTO**  
**& ASSOCIATES, INC.**

6320-01  
Letter to Mr. Randall K. Fujiki  
Page 3  
June 12, 2002

**WILSON**  
**OKAMOTO**  
**& ASSOCIATES, INC.**

6320-01  
Letter to Mr. Randall K. Fujiki  
Page 4  
June 12, 2002

Roads

The Recommended Site Layout shown in Figure 2-3 of the Draft EA is a conceptual plan prepared for the Keehi Industrial Lots Development Plan prior to June 1, 2001. It is subject to modification based on the needs of prospective tenants, as discussed in Section 2.5 of the Draft EA. All City standards applicable when formal subdivision action is requested will be reflected in supporting subdivision design drawings.

Special Management Area

The proposed project will house tenants involved in freight forwarding (also known as container freight station) operations. According to the State Attorney General, freight forwarding operations in the proposed industrial lots would constitute a "State container freight station" as defined in Chapter 19-41-2, Hawaii Administrative Rules. Hence, the proposed freight forwarders terminal would be a commercial harbor facility exempt from County approval under Chapter 266-2, HRS, as stated in Section 4.9 of the Draft EA. The project will likely be renamed *The Keehi Container Freight Station*.

Your comment regarding the role of the SMA permit as a Federal approval of the proposed project under the Federal Coastal Zone Management (CZM) Program is a statutory issue that should be directed to the State CZM Office for clarification. Section 4.9 of the Draft EA states the DOT-HAR's interpretation of Chapter 266-2, HRS.

Segmenting/Streamlining

The DOT-HAR will take your recommendation for a comprehensive SMP for full development of the project site under consideration. As discussed in Section 2.5 of the Draft EA, several freight forwarders and commercial harbor users were consulted to determine space and facility requirements for the

proposed project. The number, configuration and size of lots in the recommended site layout shown in Figure 2-3 was based on this consultation but may be modified based on the needs of future tenants who are yet to be determined.

Sincerely,



Earl Matsukawa AICP, Project Manager

EM/rj

cc: Glenn Soma, Harbors Division

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**  
PACIFIC PALMS PLAZA • 711 KAPOLAHU BOULEVARD, SUITE 1200 • HONOLULU, HAWAII 96813  
TELEPHONE: (808) 525-5259 • FAX: (808) 525-4730 • INTERNET: WWW.CC.HONOLULU.HI



RECEIVED  
MAY 15 2002

CHERYL D. SOON  
DIRECTOR  
GEORGE W. EDNEY III  
DEPUTY DIRECTOR

February 11, 2002

TPDI/02-00070R

Ms. Jardine Urasaki, Acting Administrator  
Harbors Division  
Department of Transportation  
State of Hawaii  
79 South Nimitz Highway  
Honolulu, Hawaii 96813

Attention: Mr. Glenn Soma

Dear Ms. Urasaki:

Subject: Keehi Industrial Lots Development Plan

In response to the January 4, 2002 letter from Wilson Okamoto & Associates, Inc., the draft environmental assessment (EA) for the subject project was reviewed. The following comments are the result of this review:

1. In various sections of the draft EA, a 900-foot long roadway that will provide access to the project site from Sand Island Access Road is described. It is unclear whether this is the same road described on Page 2-8 that would generally follow the alignment of the existing dirt road near the eastern boundary of the project site. The document should clarify the roadway description by providing an area location plan(s)/map(s) depicting and identifying all roadways described.
2. The owners of the roadways within and adjacent to the project site should be identified. If the intent is to dedicate some of these roadways to the City, those roadways should be identified.
3. Section 3.14.1 Roadway System includes statements regarding the impact of the future traffic associated with the proposed project. These statements should be elaborated on by discussing the basis for the conclusions.

Ms. Jardine Urasaki  
February 11, 2002  
Page 2

4. The statement is made in Section 3.14.1 Roadway System that the proposed roadway serving the project site will mitigate any additional traffic impacts and improve conditions at its intersection with Sand Island Access Road. This section should further explain how the proposed roadway would accomplish what is stated.

5. In Section 3.14.1 Roadway System, it is stated that Auiki Street could be used as an alternative route for trips between the project site and Pier 39. Auiki Street is a heavily used City roadway. The traffic impact on this and other City streets that may be used as alternative routes to serve the industrial lots should be discussed and if appropriate, mitigation measures proposed.

6. Section 4.7 is a discussion of the impact of the subject project on the City's proposed Sand Island Scenic Parkway/Marina Road project. As stated, implementation of the subject project would require realignment of the proposed road that could reduce the intended scenic quality of the alignment. The importance of close coordination between our two agencies should be reiterated to ensure that the goals of both projects could be accomplished.

Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation Planning Division at 527-6976.

Sincerely,

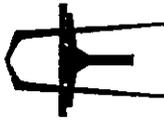
CHERYL D. SOON  
Director

cc: Ms. Genevieve Salmonson  
Office of Environmental Quality Control

Mr. Earl Matsukawa  
Wilson Okamoto & Associates, Inc.

6320-01  
June 12, 2002

**WILSON**  
**OKAMOTO**  
& ASSOCIATES, INC.



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FAX 808/946-2153

Ms. Cheryl D. Soon, Director  
Department of Transportation Services  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment (EA)  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-  
054, 056-066, 069-080, 082, and 084-091

Dear Ms. Soon:

Thank you for your letter of February 11, 2002 (TPD1/02-00070R) commenting on the subject Draft EA. We offer the following responses in the respective order of your numbered comments:

1. The existing 900-foot long roadway provides vehicular access to the project site from Sand Island Access Road, passing in front of the La Mariana Sailing Club. Although the roadway is not described as part of the project site for the proposed industrial lots, proposed improvements to it are described as part of the proposed action, along with other proposed off-site improvements, in Section 2.5 of the Draft EA. The existing 900-foot long roadway will connect to the internal access road serving the industrial lots within the project site. This internal access road will generally follow the alignment of the existing dirt road within the project site. For clarification, Figure 2-2 in the Final EA will label the 900-foot access road as a proposed for off-site improvements.

2. There are no formal roadways within the project site. Lots located further from the entrance to the project site are accessed through unpaved routes of varying widths and conditions. The DOT-HAR administers all lands within the project site, as described in Section 2.3 of the Draft EA and shown in Figure 2-2. This includes the aforementioned 900-foot access road from Sand Island Access Road. Streets serving the adjacent Pahounui Industrial Subdivision are noted to be under the jurisdiction of the City and County of Honolulu in Section 3.14.1 of the Draft EA. At this point, DOT-HAR is uncertain if it will dedicate the 900-foot access road and the proposed internal access road to the City and County of Honolulu.

**WILSON**  
**OKAMOTO**  
& ASSOCIATES, INC.

6320-01  
Letter to Ms. Cheryl D. Soon  
Page 2  
June 12, 2002

3. The project site is currently occupied by tenants engaged in a variety of industrial activities generating traffic. As stated in Section 3.14.1, replacement of existing tenants with new industrial tenants is not anticipated to generate significantly greater traffic in the vicinity, and the mix of vehicle types is also anticipated to be comparable. The relocation of any freight forwarding operations from the Kapalama Military Reservation (KMR) to the project site would marginally reduce truck traffic on Nimitz Highway between KMR and Sand Island Access Road. From the project site, relocated freight forwarders could access overseas terminals on Sand Island without travelling on Nimitz Highway.
4. Proposed improvements to the existing 900-foot access road will improve traffic operations and safety at its intersection with Sand Island Access Road. The existing roadway is substandard and narrow, and only a short segment near its intersection with Sand Island Access Road is paved. Section 3.14.1 of the Draft EA states that the roadway will be widened and improved to meet City standards, including the provision of pavement, lighting, curbs, sidewalks, gutters, and a drainage system. Inasmuch as the anticipated traffic volume and vehicular mix associated with the proposed project would be comparable to existing conditions, the proposed improvements will more than mitigate any traffic impacts of the proposed project.
5. Discussion of traffic impacts of the proposed project along specific routes would be highly speculative and would provide little basis for recommending mitigation measures. This is because the mix of prospective freight forwarders and other tenants is uncertain and because the routes that potential freight forwarders may prefer would depend on the specific nature of their operations. Moreover, potential impacts on Auliki Street and various other City streets in the area would be difficult to discern because they, along with Nimitz Highway, are interconnected, offering numerous alternative routes for traffic to flow, depending on traffic conditions. Since project-related traffic would be only a small fraction of the overall volume of traffic on these streets and Nimitz Highway, any changes would be marginal, as discussed in Section 3.14.1 of the Draft EA.

**WILSON  
OKAMOTO  
& ASSOCIATES, INC.**

6320-01  
Letter to Ms. Cheryl D. Soon  
Page 3  
June 12, 2002

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February 5, 2002 WILSON OKAMOTO & ASSOC, INC.

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2344 Puuoaia Drive  
Honolulu, Hawaii 96819  
P.O. Box 2998  
Honolulu, Hawaii 96820  
Telephone: 808/832-9200  
Fax: 808/832-9150

Ms. Jazine Urasaki, Acting Administrator  
State of Hawaii  
Department of Transportation  
Harbors Division  
79 S. Nimitz Highway  
Honolulu, Hawaii 96813

Dear Ms. Urasaki:

Subject: Keehl Industrial Lots Development Plan  
Draft Environmental Assessment (EA)  
Tax Map Keys: (1) 1-2-23: 029, 033-037, 040-042, 045-050, 053-054,  
059-066, 069-080, 082, and 084-091

Thank you for providing us the opportunity to review the Draft Environmental Assessment for the subject project. We offer the following comments for consideration:

1. As mentioned in our Pre-Assessment Consultation response, we urge the continued use of Pier 60 for commercial bulk material barging activity. It is apparent in the Draft EA that the uniqueness of Pier 60 and its suitability to remain in its current use is recognized. Ameron Hawaii will continue to support DOT-HAR regarding harbor safety measures relative to potential hazards created by the mix of recreational/commercial traffic.
2. As noted in Table 2-1, a portion of the proposed development (TMK 1-2-23:50) is used by Ameron Hawaii for support activity associated with our concrete manufacturing. The area comprises .805 acres. The Recommended Site Layout, Figure 2-3, indicates the redeveloped area will be .70 acres. The accompanying text under Paragraph Proposed Action indicates that this was done for planning purposes and that modifications could be made to suit the needs of prospective tenants.  
As a prospective long-term lessee subsequent to redevelopment, we request that Lot 50 remain in its current configuration of .805 acres.
3. The second phase of the project, site preparation, calls for clearing, excavation and surcharging for one year. If Ameron is to be accommodated as a long-term lessee, use of Lot 50 will remain the same and therefore the site preparation phase for

6. In response to your letter of October 2, 2001 (TPD8/01-0301R) received during Pre-Assessment Consultation, the importance of close coordination with your Department was stated in Section 4.7 of the Draft EA.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA. Should you have any questions, please call Glenn Soma at 587-2503.

Sincerely,

Earl Matsukawa AICP, Project Manager

EM/ry

cc: Glenn Soma, Harbors Division



Ms. Jadine Urasaki  
Page 2  
February 5, 2002

this area will not be necessary. Removal of improvements and displacement for a year will be considerably disruptive and seemingly entirely unnecessary.

4. Table 2-1 lists the current 40 businesses occupying the project site and briefly describes current property use. Section 3.13.2 further discusses that the existing businesses are considered non-maritime-related uses and, therefore cannot be afforded long-term leases.

Ameron submits for consideration that for its nearly 100 year old history, its core manufacturing business has been dependent upon the maritime industry for receipt of raw materials and is therefore maritime-related and eligible for a long-term lease. Indeed Pier 60 itself was constructed by Ameron.

Thank you again for this opportunity to comment. If there are any questions, I can be reach at 832-9260.

Sincerely,

George N. West  
Vice President of Operations - Oahu

GNW:mja

cc: Ms. Genevieve Salmonson, Director  
State of Hawaii, Department of Health  
Office of Environmental Quality Control  
235 South Beretania Street, Ste. 702  
Honolulu, HI 96813

Wilson Okamoto & Associates, Inc.  
1907 South Beretania Street, Ste 400  
Honolulu, HI 96826  
Attention: Earl Matsukawa

6320-01  
June 12, 2002

**WILSON  
OKAMOTO  
& ASSOCIATES, INC.**



**ENGINEERS  
PLANNERS**  
1907 S. BERETANIA ST  
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PH: 808-946-2277  
FAX: 808-946-2253

Mr. George N. West, Vice President of Operations - Oahu  
Ameron International  
2344 Pahounui Drive  
Honolulu, Hawaii 96819

Subject: Draft Environmental Assessment (EA)  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054, 056-066, 069-080, 082, and 084-091

Dear Mr. West:

Thank you for your letter of February 5, 2002 commenting on the subject Draft Environmental Assessment (EA). We offer the following responses in the respective order of your numbered comments:

1. The proposed project, as described in the Draft EA does not include any modifications to Pier 60. The Department of Transportation, Harbors Division (DOT-HAR) appreciates your support regarding harbor safety measures addressing the mix of commercial and recreational vessel traffic in the vicinity of Pier 60.
2. The DOT-HAR will take into consideration your request to remain in the current configuration of Lot 50 when the final lot configuration of the proposed project is determined.
3. The proposed project, as described in the Draft EA, is based on a feasibility study which, for costing purposes, assumed site preparation for the entire project area. As the project proceeds to the design phase, the DOT-HAR will take into consideration potential opportunities for cost savings and minimizing impacts to your operation by reducing site preparation requirements.
4. The DOT-HAR recognizes your dry-bulk cargo operations as maritime-related and eligible for a long-term lease.

**WILSON  
OKAMOTO  
& ASSOCIATES, INC.**

6320-01  
Letter to Mr. George N. West  
Page 2  
June 12, 2002



## La Mariana Sailing Club, Inc.

50 Sand Island Access Road • Honolulu, Hawaii 96819

Jadine Urasaki, Acting Administrator  
State of Hawaii  
Department of Transportation  
Harbors Division  
79 South Nimitz Highway  
Honolulu, Hawaii 96813  
Attn: Glenn Soma

RECEIVED  
JAN 24 2002

WILSON OKAMOTO & ASSOC. INC.  
Phone/Fax: (808) 841-2173  
Dart: (808) 848-2800  
January 23, 2002

Your letter, along with this response, will be reproduced in the forthcoming Final EA. Should you have any questions, please call Glenn Soma at 587-2503.

Sincerely,

Ean Matsukawa AICP, Project Manager

EM/ry

cc: Glenn Soma, Harbors Division

Re: Keahi Industrial Lot Development Plan  
Draft Environmental Assessment (EA)  
Tax Map Keys: (1) 1-2-23, 029, 033-37, 040-042, 045-050  
053-54, 056-066, 069-080, 082, and 084-091

Dear Mr. Soma:

I received and reviewed the Draft Environmental Assessment referenced above. Thank you for providing me with a copy.

I have a question and comment regarding Section 3.14.1, Roadway System. In looking at Figures 2-1, 2-2 and 2-3 and, I am a little uncertain as to the route vehicular access will take to the developed project site. Section 3.14.1, *Impacts and Mitigation Measures*, indicates that a "900-foot long right-of-way connecting the project site to Sand Island Access Road will be constructed to provide access to the proposed industrial lots. The 56-foot right-of-way will meet all City standards and include asphalt concrete pavements, curbs, gutters, sidewalks, streetlights, and a drainage system." Figure 2-3 seems to indicate the access road will be the unnamed roadway that currently fronts La Mariana Sailing Club, Inc. Is this correct? If so, please accept this letter as a comment to the effect that any development of the unnamed road should include diagonal parking fronting La Mariana Sailing Club, Inc. Given the narrow dimensions of property leased to La Mariana Sailing Club, Inc., on street parking is critical in order for us to accommodate the customer load necessary to meet previously negotiated lease terms. In other words, if diagonal on-street parking was not included in the project improvements, La Mariana Sailing Club, Inc. would suffer an economic loss due to the customers' inability to find parking. Diagonal on-street parking has been available at La Mariana Sailing Club, Inc. since 1975. When our lease was renegotiated in 1979, on-street parking was available. Our lease currently runs for 13 more years.

We have no objection to the metering of any diagonal parking along the improved access roadway. However, we must note our economic concern that diagonal on-street parking be included in any plans for improvements to the roadway fronting La Mariana Sailing Club, Inc.

Thank you for your attention to these matters. I am available should you have any questions.

Sincerely,

Annette L. Nahinu  
President  
La Mariana Sailing Club, Inc.

Cc: Ms. Genevieve Salmonson, Director  
State of Hawaii, Dept. of Health  
Office of Environmental Quality Control

Wilson Okamoto & Associates, Inc.

6320-01  
June 12, 2002

Ms. Annette L. Nahinu  
La Mariana Sailing Club, Inc.  
50 Sand Island Access Road  
Honolulu, Hawaii 96819

Subject: Draft Environmental Assessment (EA)  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-054, 056-066, 069-080, 082, and 084-091

Dear Ms. Nahinu:

Thank you for your letter of January 23, 2002 commenting on the subject Draft Environmental Assessment (EA). The 900-foot length of roadway discussed in Section 3.14.1 of the Draft EA is the road fronting La Mariana Sailing Club. The proposed improvements to this section of roadway, as described in the Draft EA, include pavement, curbs, sidewalks, streetlights, gutters, and drainage improvements. With regard to the provision of on-street parking, the Harbors Division (DOT-HAR) will be consulting you as the project proceeds to discuss your parking needs as related to the terms of your lease.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA. Should you have any questions, please call Glenn Soma at 587-2503.

Sincerely,  


Earl Matsukawa AICP, Project Manager

EM/ry

cc: Glenn Soma, Harbors Division

**WILSON  
OKAMOTO  
& ASSOCIATES, INC.**



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**Honolulu Recovery System**  
U.S. DEPARTMENT OF ENVIRONMENTAL PROTECTION  
02-0778

February 4, 2002 02 FEB -8 P2:40

Jadine Urasaki, Acting Administrator  
State of Hawaii,  
Department of Transportation, Harbors Division  
79 South Nimitz Highway  
Honolulu, Hawaii 96813  
Attention: Mr. Glenn Soma

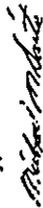
Dear Mr. Soma:

Subject: Keehi Industrial Lots Development Plan  
Draft Environmental Assessment (EA)

Thank you for the opportunity to review and comment on the Draft Environmental Assessment for the Keehi Industrial Lots Development Plan. As a recycler of paper, glass and plastic goods, our main concern as an existing tenant is the continued ability to transport shipping containers filled with commodities to the Sealand (CSX Lines) and Matson terminals on a timely and efficient basis like the other freight forwarders that this plan is subjectively accommodating. Our current location provides us with an excellent means for maximizing our operational efficiency. Currently, we ship over 100 containers monthly bound for recycling mills in Asia and the U.S. With the increasing awareness of Federal and State recycling mandates, that number will certainly grow thereby creating the importance of our location as a maritime-related user.

We welcome the proposed infrastructure improvements such as a paved road, water, wastewater, and drainage systems, and as the largest existing tenant currently leasing 1.68 acres and in good standing for over twelve years, we should be considered a future tenant and should also be included in any future consultations with freight forwarders and maritime users as this project proceeds forward.

Sincerely,



Michael M. Saito  
Controller, Honolulu Recovery Systems

Cc: Ms. Genevieve Salmonson, Director  
DOH, Office of Environmental Quality Control

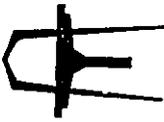
P.O. Box 6356 Honolulu, HI 96818 - Tel: (808) 841-3179 - Fax: (808) 841-2438

02 FEB 11 AM '56

HARBORS DIVISION

6320-01  
June 12, 2002

**WILSON**  
**OKAMOTO**  
**& ASSOCIATES, INC.**



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Mr. Michael M. Sato, Controller  
Honolulu Recovery System  
P.O. Box 6356  
Honolulu, Hawaii 96818

Subject: Draft Environmental Assessment (EA)  
Keehi Industrial Lots Development Plan  
Keehi, Oahu, Hawaii  
Tax Map Keys: 1-2-23: 029, 033-037, 040-042, 045-050, 053-  
054, 056-066, 069-080, 082, and 084-091

Dear Mr. Sato:

Thank you for your letter of February 4, 2002 commenting on the subject Draft Environmental Assessment (EA). The Department of Transportation, Harbors Division (DOT-HAR) acknowledges the logistical advantages of your present location for your operations and desire to be considered for tenancy in the proposed industrial lots. According to the DOT-HAR Property Management Office, however, your business is not a "maritime-related" operation and, therefore, cannot be offered a long-term lease on lands administered by the Division.

Your letter, along with this response, will be reproduced in the forthcoming Final EA. Should you have any questions, please call Glenn Soma at 587-2503.

Sincerely,

Earl Matsukawa AICP, Project Manager

EM/ry

cc: Glenn Soma, Harbors Division

**9. REFERENCES**

Brewer Environmental Services of Brewer Environmental Industries, LLC. *Asbestos-Containing Materials and Lead-Containing Paint Inspection, Haitsuka Building, Keehi Industrial Park, Pier 60, Honolulu Harbor, Oahu, Hawaii*. Prepared for Wilson Okamoto & Associates. May 2000.

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Wilson Okamoto & Associates, Inc. *Keehi Industrial Lots Development Plan, Volume II of II, Appendices*. Prepared for the State of Hawaii Department of Transportation, Harbors Division. July 2001.