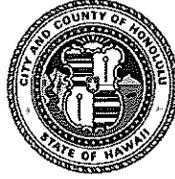


DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

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SHARON ANN THOM  
DEPUTY DIRECTOR

TP6/09-317343

June 9, 2009

Ms. Katherine Puana Kealoha, Director  
Office of Environmental Quality Control  
235 South Beretania Street, Suite 702  
Honolulu, Hawaii 96813

Dear Ms. Kealoha:

Subject: Final Environmental Assessment (FEA) and Findings of No Significant Impacts (FONSI) for Kalaeloa Boulevard Improvements  
TMK: (1) 9-1-015: Various  
Kapolei, Ewa District, Island of O'ahu

The approving agency, Department of Transportation Services (DTS), City and County of Honolulu, has reviewed the Final Environmental Assessment for the subject project and has determined that an environmental impact statement is not required. After review of the comments received during the 30-day public comment period for the Draft EA, which began April 23, 2009, DTS has determined that the proposed project will not have significant adverse environmental impacts to native flora and fauna, existing land use, historical or cultural resources, and public services and facilities. Impacts identified in the FEA will be mitigated by the applicant as stated in the FEA.

DTS further issues this Finding of No Significant Impact (FONSI) determination for the subject project.

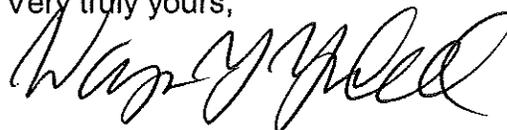
Please publish notice of this FONSI for this project in the next OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form, and one (1) PDF copy and two (2) bound copies of the project FEA. A copy of the project summary is attached with the PDF copy of the FEA.

Ms. Katherine Puana Kealoha, Director  
Page 2  
June 9, 2009

Should you have any questions, please contact Mr. Michael Oshiro at 768-8332.

Very truly yours,

A handwritten signature in black ink, appearing to read "Wayne Y. Yoshioka". The signature is fluid and cursive, with the first name "Wayne" being the most prominent.

WAYNE Y. YOSHIOKA  
Director

Attachments

# *Final Environmental Assessment*

---

Prepared in Accordance with Chapter 343, Hawai'i Revised Statutes and  
Title 11, Chapter 200, Hawai'i Administrative Rules

## *Kalaeloā Boulevard Improvements*

ʻEwa District, Island of Oʻahu, Hawai'i

June 10, 2009

City & County of Honolulu  
Department of Transportation Services  
650 South King Street, 3<sup>rd</sup> Floor  
Honolulu, Hawai'i 96813

*Final Environmental Assessment*

*Kalaeloa Boulevard Improvements*

‘Ewa District, Island of O‘ahu, Hawai‘i

June 10, 2009

Prepared for:  
City & County of Honolulu  
Department of Transportation Services  
650 South King Street, 3<sup>rd</sup> Floor  
Honolulu, Hawai‘i 96813

Prepared by:  
R. M. Towill Corporation  
2024 North King Street, Suite 200  
Honolulu, Hawai‘i 96819  
302696-0P

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## ACRONYMS AND ABBREVIATIONS

ALISH	Agricultural Lands of Importance to the State of Hawai'i
APE	Area of Potential Effect
BMPs	Best Management Practices
BWS	Board of Water Supply
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
DBEDT	Department of Business, Economic Development, and Tourism
DLNR	Department of Land and Natural Resources
DOH	Department of Health
DTS	Department of Transportation Services
EA	Environmental Assessment
EJ	Environmental Justice
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
HAR	Hawai'i Administrative Rules
HECO	Hawaiian Electric Company
HFD	Honolulu Fire Department
HPD	Honolulu Police Department
HRS	Hawai'i Revised Statutes
KV	Kilovolt
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NPDES	National Pollutant Discharge Elimination System
OMPO	O'ahu Metropolitan Planning Organization
OR&L	O'ahu Railway and Land Company
ORTP	O'ahu Regional Transportation Plan
OTS	O'ahu Transit Services
ROW	Right of Way
SHPD	State Historic Preservation Division
SLUD	State Land Use District

**SECTION 1  
PROJECT SUMMARY**

Project:	Kalaeloa Boulevard Improvements ‘Ewa District, Island of O‘ahu, Hawai‘i
Proposed Action:	Improvement and widening of Kalaeloa Boulevard from 4-lanes to 6-lanes from Interstate Route H-1 at the Palailai Interchange to Malakole Street to City and County of Honolulu standards. The project will be developed over the next 10 years in phases, subject to the availability of funds. Further, the project will be developed in partnership between the landowners, the City and County of Honolulu, State government, and the Federal government.
Proposing Agency/ Applicant:	Department of Transportation Services City and County of Honolulu 650 South King Street, 3rd Floor Honolulu, Hawai‘i 96813
Accepting Authority:	Department of Transportation Services City and County of Honolulu 650 South King Street, 3 <sup>rd</sup> Floor Honolulu, Hawai‘i 96813
TMKs:	(1) 9-1-015: various
Location:	‘Ewa District, Island of O‘ahu, Hawai‘i
Project Area:	Approximately 17.8 acres
County Zoning:	I-2 (Industrial) and AG-1 (Agriculture)
State Land Use:	Urban
Existing Land Uses:	The proposed area of use serves as an urban arterial, railroad crossing, and utility corridor (including electrical, sewer, water, and communications facilities) in ‘Ewa.
Permits that May be Required:	Noise Permit, Noise Variance Permit, NPDES, CZM Federal Consultation Review, Building and Grading permits, Construction plan review

## **SECTION 2 PROJECT DESCRIPTION**

### **2.1 PROJECT PURPOSE**

#### **2.1.1 Introduction**

The City and County of Honolulu, Department of Transportation Services (DTS), is proposing to widen an approximately 1,050 foot long segment of the existing Kalaeloa Boulevard between the former O‘ahu Railway and Land Company (OR&L) State Right-of-Way and Malakole Street. This phase constitutes the completion of a portion of the 10-year improvement plan for transportation improvements along the Kalaeloa Boulevard.

This present phase of the project (Phase 1) is intended to be constructed within the fiscal year 2009/2010 timeframe using federal funds from the recent passage of the American Recovery and Reinvestment Act of 2009<sup>1</sup> (Stimulus Package). Future improvements along the Kalaeloa Boulevard alignment will be constructed subject to the availability of funding. All project improvements are designed to meet City and County of Honolulu standards for dedication.

This Environmental Assessment describes the overall area of potential effect along the Kalaeloa Boulevard from its approximate terminus with the Interstate Route H-1 Interchange to Malakole Street. Construction activities with potential for environmental impacts will be limited to the area along the road right-of-way.

#### **2.1.2 Background**

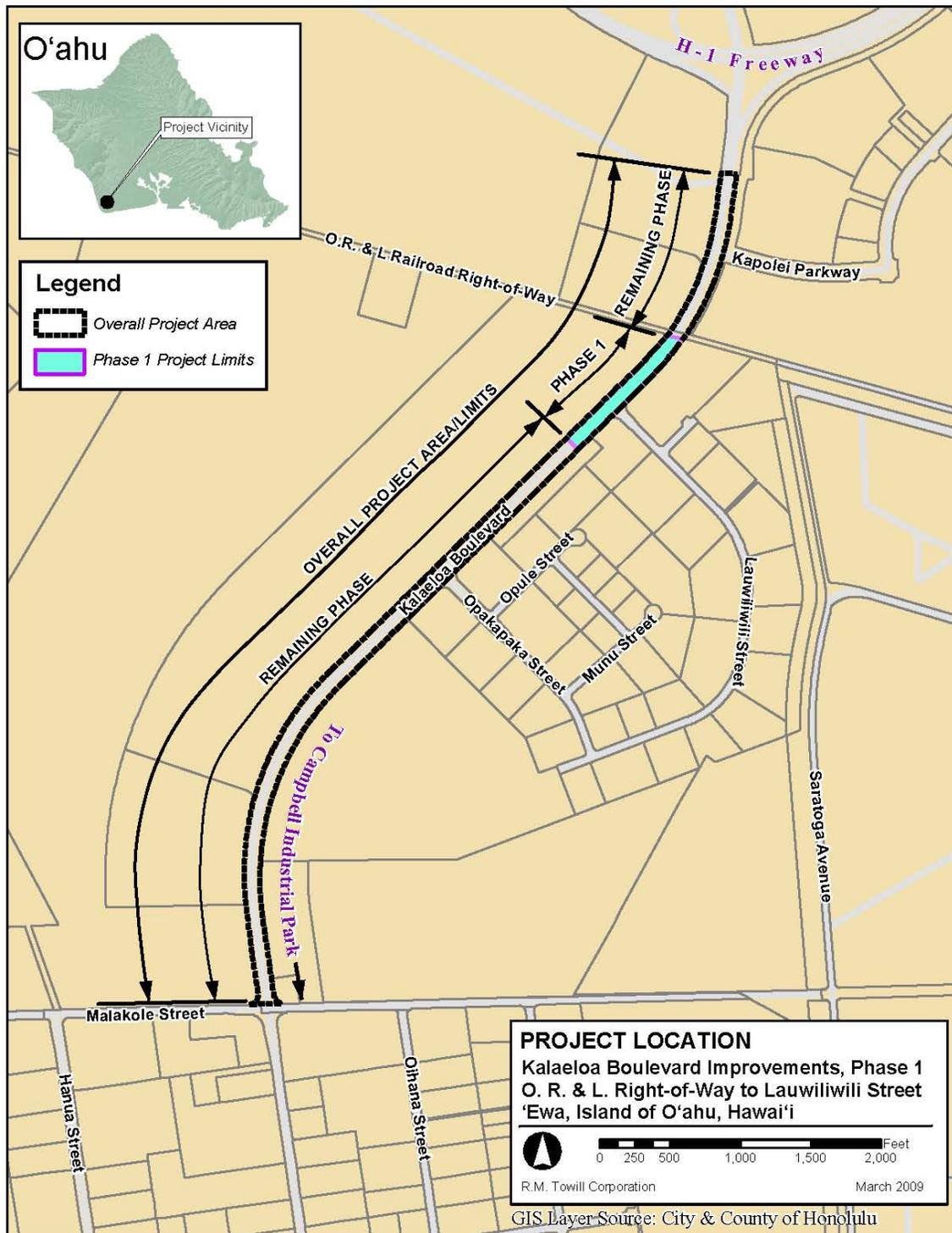
Originally constructed in the early 1960’s to serve the first heavy industrial park on O‘ahu, Kalaeloa Boulevard is today the region’s only access route between the H-1 Freeway and western O‘ahu’s major industrial employment centers (see **Figure 1 Location Map**). The existing four-lane, sub-standard roadway is in need of widening as well as surface and safety improvements to accommodate the flow of daily traffic dependent on access into and out of this important regional economic center. The road currently provides the only public access to critical facilities such as O‘ahu’s major refinery and petrochemical processing plants in the James Campbell Industrial Park; H-POWER – the island’s only waste to energy facility; and Kalaeloa Harbor – the State’s second busiest port and major manufacturing, recycling and commercial-industrial center.

Kalaeloa Boulevard (State Route 95) is located in the southwestern corner of the Island of O‘ahu in the Kapolei district on the ‘Ewa Plain, (see **Figure 1**). The road right-of-way (ROW) comprises approximately 17.8 acres and is held in private ownership. Phase 1 of the proposed project involves the widening of a 1,050 linear foot long segment of roadway extending south from the O‘ahu OR&L rail line crossing (approximately 0.4 miles south of Interstate Route H-1). Upon completion of the project the roadway will be dedicated to the City and County of Honolulu.

---

<sup>1</sup> American Recovery and Revitalization Act of 2009, 111th Congress, First Session, signed by President Obama on February 17, 2009; passed by the Senate on February 10, 2009, 12:27 P.M.

Figure 1. Location Map



## **2.2 PURPOSE FOR PREPARATION OF AN ENVIRONMENTAL ASSESSMENT**

This Environmental Assessment (EA) is an informational and disclosure document prepared for the DTS and is used to evaluate the possible environmental effects of the proposed action. This EA describes the proposed project and evaluates the potential for direct, indirect and cumulative impacts. State of Hawai'i, City and County of Honolulu lands and federal funds will be used for the design and construction of the proposed project. This project, therefore, is subject to preparation of environmental documentation in accordance with Chapter 200, Title 11, Hawai'i Administrative Rules (HAR), Chapter 343, Hawai'i Revised Statutes (HRS), and Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) requirements<sup>2</sup>.

This EA addresses the potential for anticipated environmental impacts and considers the alternatives to the proposed action with appropriate mitigative measures to address and minimize the potential for impacts.

DTS has determined that the proposed project will not have a significant environmental impact and will issue a Finding of No Significant Impact (FONSI) in accordance with Chapter 343, HRS.

## **2.3 EXISTING SITE CONDITIONS**

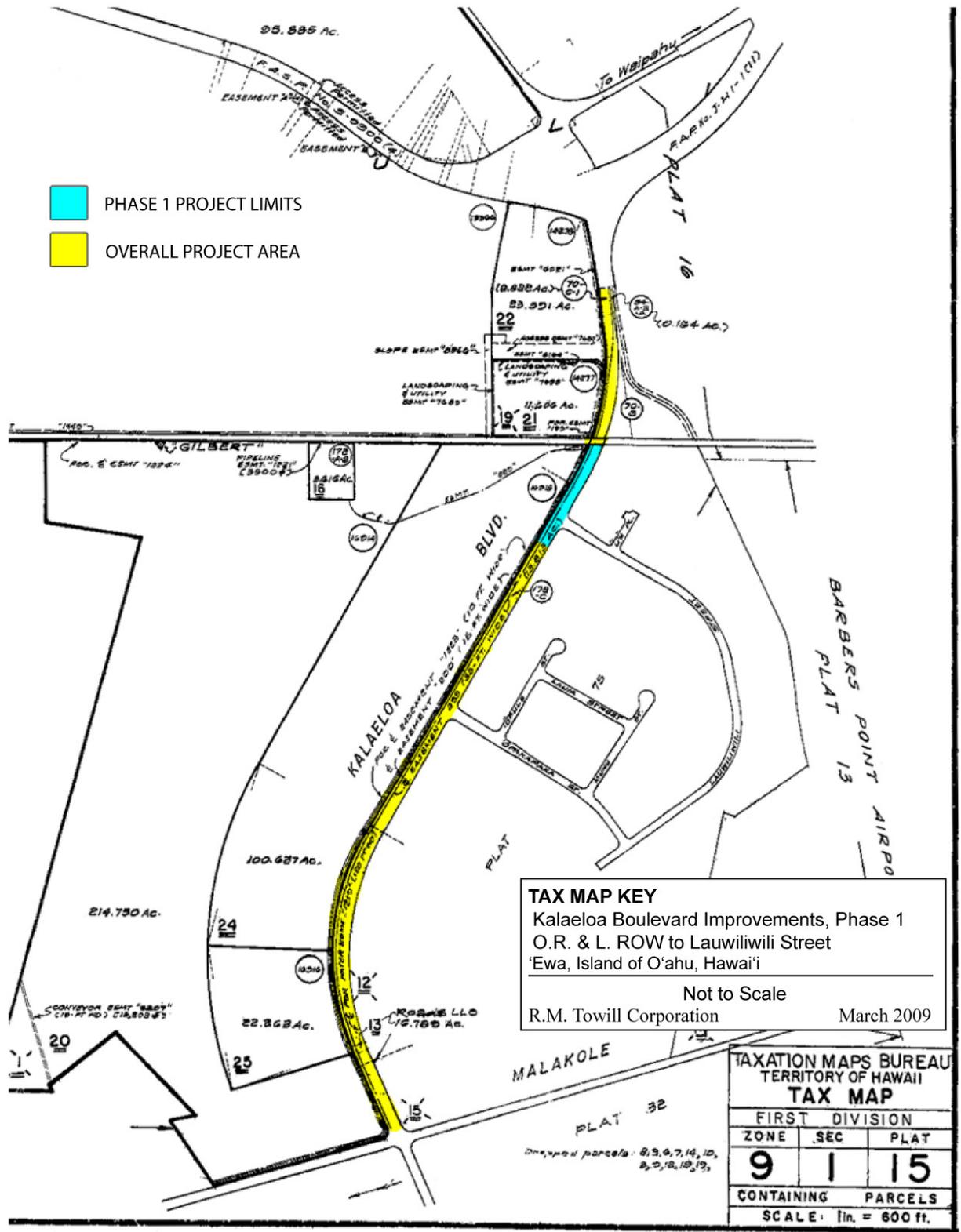
The proposed DTS project involves the use of a portion of the Kalaeloa Boulevard from the State right-of-way (former OR&L Railroad) to just past the intersection of Kalaeloa Boulevard and Lauwiliwili Street (see **Figure 2 Existing Conditions (TMK Map)**). The existing road is currently a 4 lane roadway with a raised median and unimproved shoulder areas. The entire Kalaeloa Boulevard is approximately 2.5 miles long and runs from the interchange with the Interstate Route H-1 Freeway and extends southward till it intersects with Malakole Street. The project is bound by undeveloped land to the west and an industrial business park to the east. The portion above the State right-of-way is currently being improved and widened to 6 lanes.

Topography of the project site is relatively flat with slopes ranging between flat to 3 percent. Ground cover is mostly asphalt cement pavement. The median contains a few large trees and is grassed. Vegetative cover in the shoulder areas is minimal. Land within the shoulder area has been graded and currently serves as a corridor for fuel lines, overhead utilities, and sewers. Flora in the project site is characterized by introduced plant species. (see **Figure 3** and **Figure 4 Photo of Existing Site**).

---

<sup>2</sup> A separate Categorical Exclusion document is being prepared to address NEPA federal requirements.

Figure 2. Existing Conditions (TMK Map)





**Figure 3. Photo of Existing Site (View South Along Kalaeloa Boulevard)**



**Figure 4. Photo of Existing Site (View West Along Railroad Crossing-Kalaeloa Boulevard)**

## **2.4 DESIGN PARAMETERS**

Design parameters for the proposed roadway improvements project are as follows:

- Road and railroad crossing standards are consistent with the State of Hawai'i, American Association of State Highway and Transportation Officials (AASHTO) and the Manual on Uniform Traffic Control Devices (MUTCD).
- Americans with Disabilities Act Accessibility Guidelines.
- The roadway and all utilities within the right-of-way will be designed to City and County of Honolulu standards.

Specific features of the roadway as illustrated in the proposed roadway cross-section are as follows:

- a. Travel lanes that vary from 11 to 14 feet wide;
- b. Concrete curbs and gutters on both sides;
- c. Ten (10) foot wide planting strips on both sides;
- d. Eight (8) foot wide sidewalks with trees in tree wells on both sides;
- e. Street lights on both sides;
- f. Improvements at the railroad crossing;
- g. Traffic signals at the intersection(s); and
- h. Twenty (20) foot wide curbed median with trees and grass.

## **2.5 ALTERNATIVES CONSIDERED**

The alternatives analysis for this project included the No Action Alternative and the Delayed Action Alternative. Alternative roadway alignments were not included for further study because the Kalaeloa Boulevard is the only access available between the Interstate Route H-1 Freeway interchange and the existing developments that include the James Campbell Industrial Park and Kalaeloa Harbor. The land on both sides of Kalaeloa Boulevard is also owned by private entities that have either already developed or is planning to develop their land for industrial uses.

### **2.5.1 No Action Alternative**

The no-action alternative would result in no further effort to improve Kalaeloa Boulevard. Improvements currently under construction to widen the roadway to 6 travel lanes would end at the State right-of-way and the roadway would then transition down to the existing 4 lane roadway.

Under this option, environmental impacts, such as changes to the landscape from the current roadway would be averted. In addition, natural resources, human resources and road improvement costs would be spared. Further, the railroad crossing at Kalaeloa Boulevard would not be improved.

This alternative was not selected because it does not meet the objectives of this project, which are to relieve traffic congestion along Kalaeloa Boulevard and to provide accessibility for pedestrians and people with disabilities. The action is also not consistent with current development plans for the areas adjacent to Kalaeloa Boulevard which include the development of new industrial and/or commercial facilities.

### **2.5.2 Delayed-Action Alternative**

The delayed-action alternative would postpone improvements to Kalaeloa Boulevard. Improvements currently under construction to widen the roadway to 6 travel lanes would end at the State right-of-way and the roadway would then transition down to the existing 4 lane roadway during the postponement period.

Under this option, environmental impacts, such as changes to the landscape from the current roadway would be averted until such a time that the roadway is improved. In addition, natural resources, human resources and road improvement costs would be put off until a later date.

This alternative was similarly not selected because it would also fail to meet the objectives of this project, which are to relieve traffic congestion along Kalaeloa Boulevard and to provide accessibility for pedestrians and people with disabilities. The delayed action alternative is also not consistent with the timetable for the development of new industrial and/or commercial facilities adjacent to Kalaeloa Boulevard.

## **2.6 PREFERRED ALTERNATIVE**

### **2.6.1 Selection Process for the Preferred Alternative**

The preferred alternative was developed by DTS in conjunction with Kapolei Property Development, LLC and Roads LLC, the land-owner. The proposed improvement of Kalaeloa Boulevard is consistent with master plans for the Kalaeloa Area to support future development in the immediate vicinity and existing developments south of the project.

The preferred alternative is also consistent with traffic studies prepared by the Wilson Okamoto Corporation that evaluated the existing and projected traffic volumes along Kalaeloa Boulevard. Conclusions from the study warranted the widening of the roadway to 6 lanes and adding traffic signal systems at intersecting streets. The purpose of the recommendations is to improve the level of service along Kalaeloa Boulevard and provide a safe transportation facility for the public.

### **2.6.2 Preferred Alternative**

The DTS proposes the development of a 6-lane median divided roadway within a 108-foot wide right-of-way (ROW) that improves approximately 1,050 linear feet of the existing roadway between the State ROW to just south of the intersection of Kalaeloa Boulevard and Lauwiliwili Street. The six-lane roadway will be constructed according to City and County of Honolulu roadway standards. (see **Figure 5 Preferred Plan** and **Figure 6 Proposed Phase 1 Plan**). Separate projects are planned to extend the improvements from the southern limit of the DTS project to the intersection of Kalaeloa Boulevard and Malakole Street. See **Figure 1 Location Map**. In addition, separate plans are being prepared for the improvement of the railroad crossing in accordance with State, AASHTO, and MUTCD guidelines.

The project includes 6 travel lanes of asphalt cement paving, a raised median, concrete curbs and gutters, sidewalks, traffic signals, streetlights, an overhead 46 KV electric line and telephone line relocation, underground electrical, drainage, water and sewer systems, irrigation systems and landscaping. The proposed roadway will provide an improved means of access for existing and future users of the James Campbell Industrial Park, Kalaeloa Harbor and future developments in the Kalaeloa area. Kalaeloa Boulevard is the primary access to and from the Interstate Route H-1 in

Figure 5. Preferred Plan

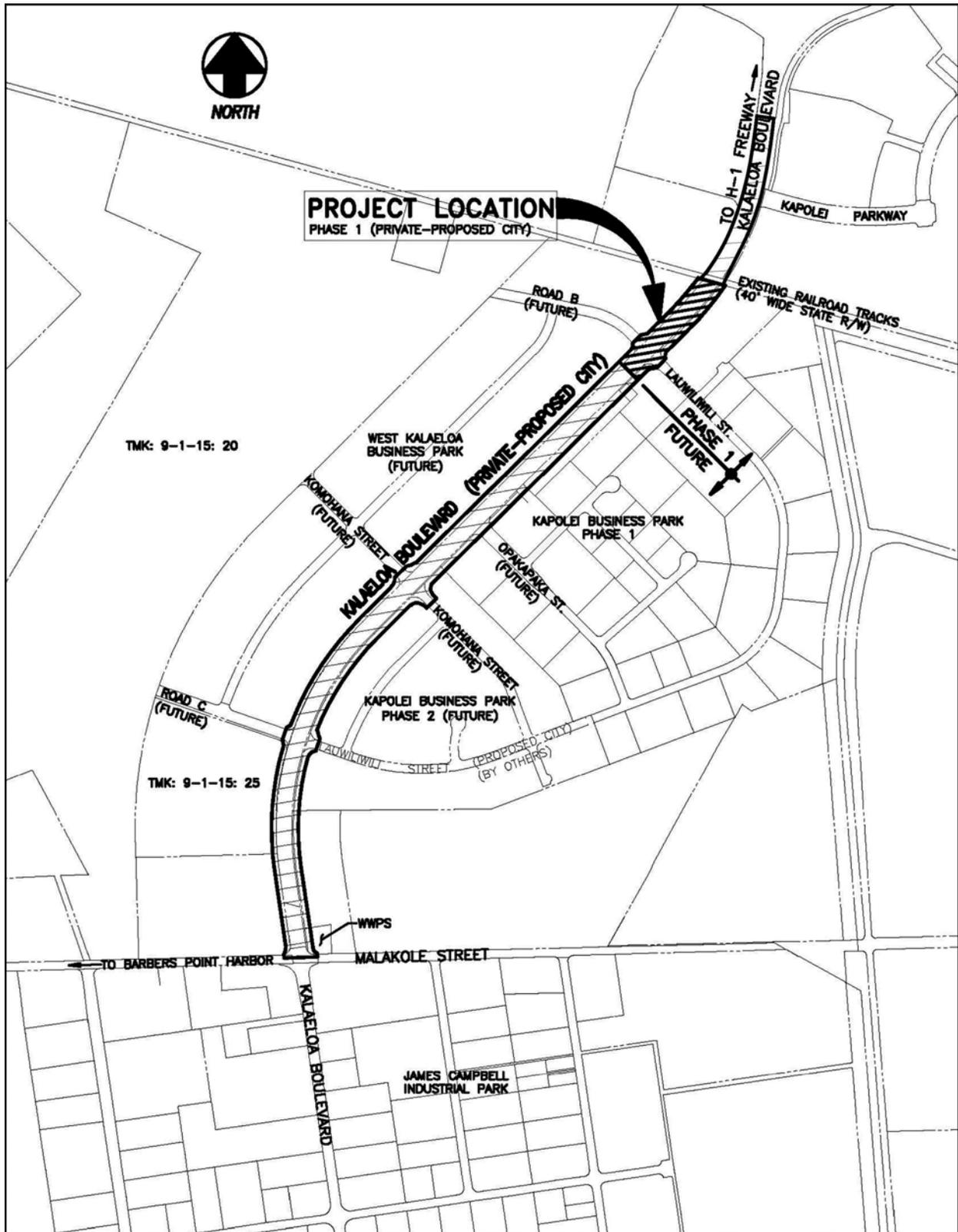


Figure 6. Proposed Phase 1 Plan

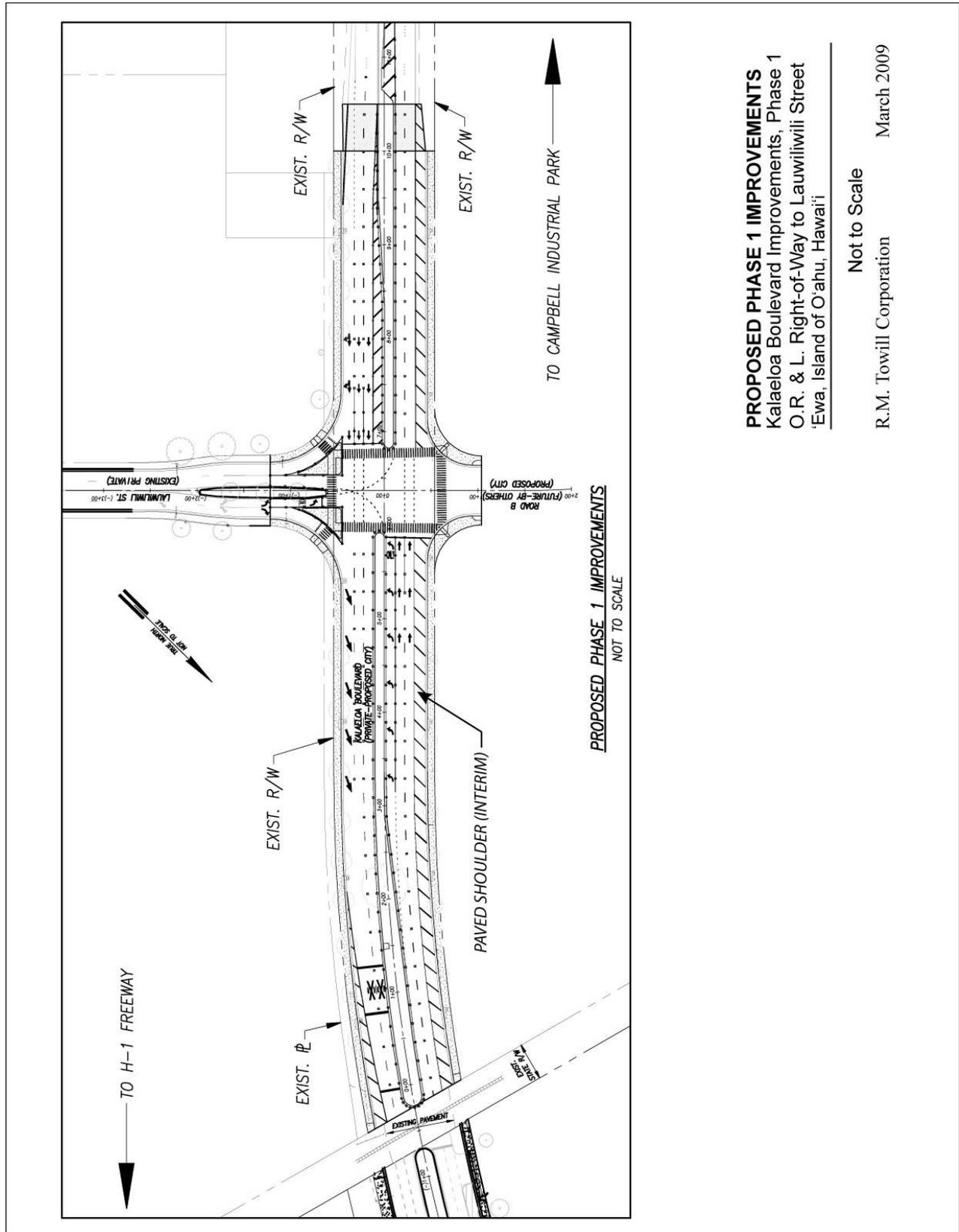
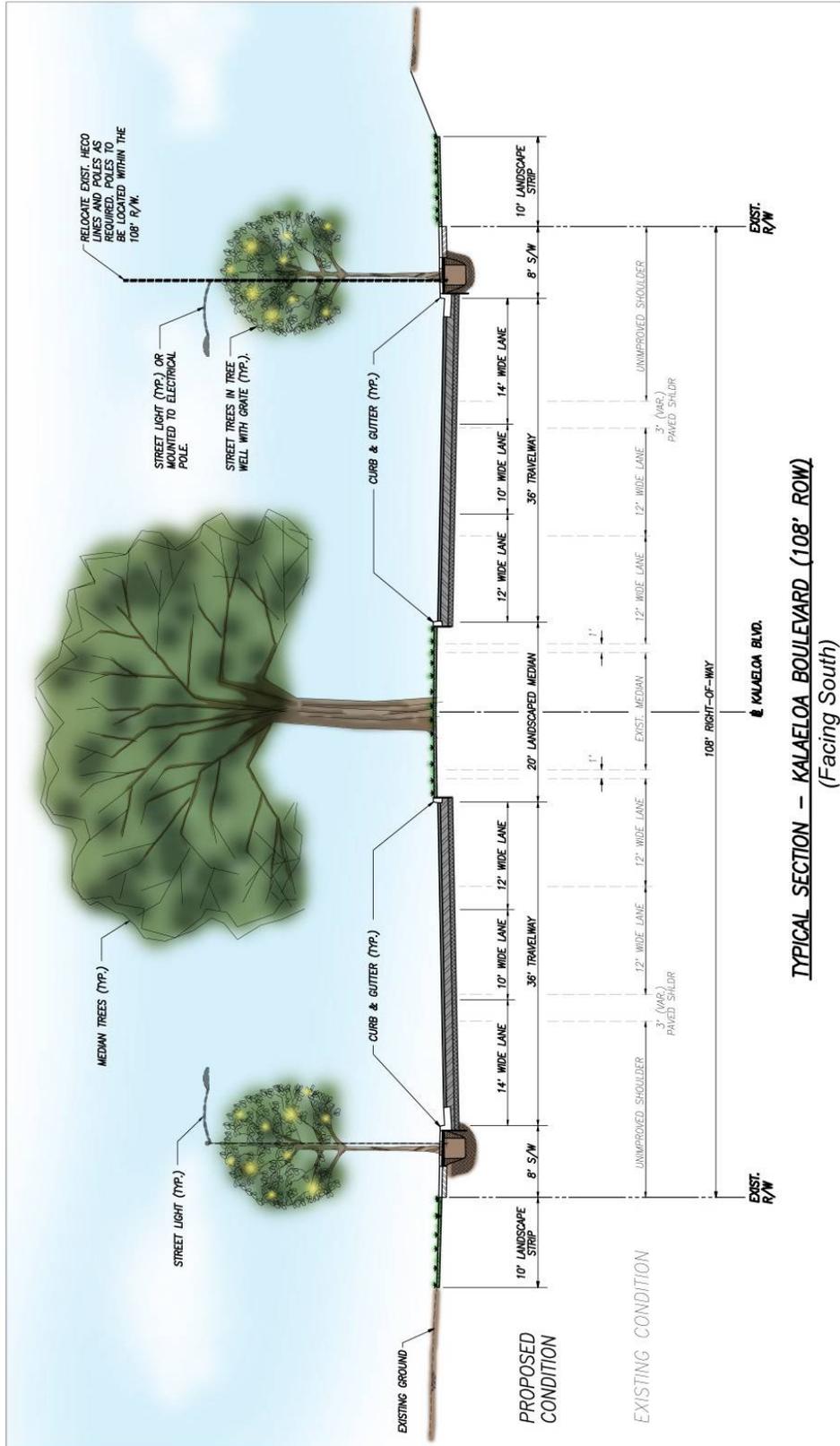


Figure 7. Typical Road Section



**TYPICAL ROAD SECTION**  
 Kalaeloa Boulevard Improvements, Phase 1  
 O.R. & L. Right-of-Way to Lauwiliwili Street  
 Ewa, Island of O'ahu, Hawai'i

Not to Scale  
 R.M. Towill Corporation  
 March 2009

both the southbound and northbound directions. The roadway cross-section is 108-feet wide and is shown in **Figure 7 Typical Road Section**.

The project will benefit commuters by increasing the capacity of Kalaeloa Boulevard to handle increasing volumes of traffic. The additional lanes will have the effect of improving the level of service along Kalaeloa Boulevard during peak hours. The improvement of this roadway will also improve pedestrian access and bring the roadway into compliance with the Americans with Disabilities Act Accessibility Guidelines.

## **2.7 PROPOSED FUTURE IMPROVEMENTS**

### **2.7.1 Railroad Crossing Improvements**

While the OR&L railroad right-of-way is not currently part of the DTS Phase 1 project, proposed construction activities are anticipated in the future and includes treatment of the railroad facilities to be similar to the prior improvements provided as part of the nearby Kamokila Boulevard extension project (see Figure 8, Proposed Railroad Crossing Improvements and Figure 9, Proposed Railroad Crossing Improvements, and Figure 10, Example of Improvements). Coordination of the improvements planned with regard to historic and cultural resources are discussed in Section 3.4

### **2.7.2 Lauwiliwili Street to Malakole Street Improvements**

The landowner of Kalaeloa Boulevard between Lauwiliwili Street and Malakole Street proposes the continued widening of the roadway into a 6-lane median divided roadway within a 108-foot wide right-of-way (ROW). The six-lane roadway will be constructed according to City and County of Honolulu roadway standards. The roadway section will be similar to that shown in **Figure 7**. Traffic signals are proposed at the intersection of Opakapaka Street and Kalaeloa Boulevard and future intersections between Opakapaka Street and Malakole Street.

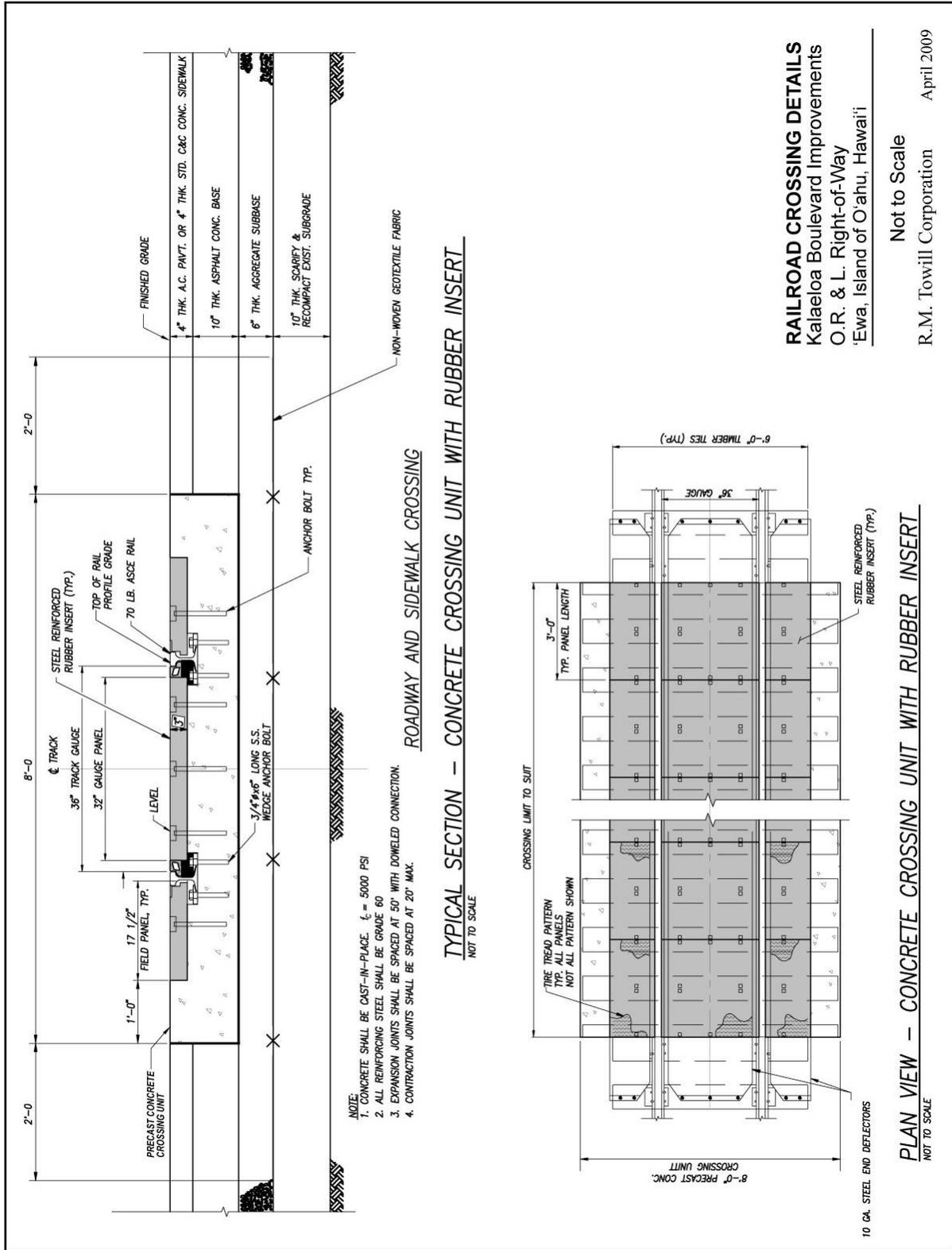
## **2.8 PROPOSED CONSTRUCTION ACTIVITIES**

The proposed project will include the following activities:

- Installation of erosion and dust control measures
- Clearing and grubbing
- Demolition of the existing pavement and median
- Grading
- Open trenching and installation of underground utilities
- Overhead electrical line (46KV) relocation
- Paving and construction of curbs, gutters and sidewalks
- Traffic signal system installation
- Signing and striping
- Installation of irrigation systems
- Landscaping



Figure 9. Proposed Railroad Crossing Improvements Cross-Section



**Figure 10. Example of Improvements at RR ROW (Kamokila Blvd. Extension)**



Photo of improved railroad section along Kamokila Boulevard

## **2.9 PROJECT SCHEDULE AND COST**

The DTS Phase 1 project schedule is as follows:

Design Phase: 2009

Advertisement, Bid Opening and Contract Award Phase: 2009

Construction Phase: 2009 - 2010

The preliminary construction cost estimate for the preferred alternative is \$7.0 million. Funding for this project will be provided by the Federal government through the American Recovery and Reinvestment Act of 2009, otherwise known as the Stimulus Package. Kapolei Property Development, LLC, is the private landowner and will be dedicating the land required for the project to the City and County of Honolulu.

Should additional funding be provided either as a part of Stimulus Package or other sources, other phases of Kalaehoa Boulevard Improvements project will be constructed.

## **SECTION 3**

### **ENVIRONMENTAL SETTING, POTENTIAL IMPACTS AND MITIGATION MEASURES**

This section describes the existing environmental, social, and economic conditions related to the proposed project. The potential for adverse impacts associated with the project are examined and proposed mitigation measures are identified to reduce or otherwise ameliorate the impacts. Direct, indirect, and cumulative impacts are also examined. Direct impacts are immediately noticeable effects that occur as a result of actions required to develop the project. Indirect impacts may become apparent only at a later time or in a different location. Cumulative impacts occur as a result of the additive effects of a project to the surrounding area or region.

#### ***3.1 PHYSICAL ENVIRONMENT***

The existing Kalaeloa Boulevard was developed in 1963 as a four lane roadway to O‘ahu’s first heavy industrial park – the James Campbell Industrial Park. Kalaeloa Boulevard also serves the region by providing access between the H-1 Freeway and other major industrial and commercial employment centers in ‘Ewa. The proposed roadway widening and improvements project will help to accommodate daily traffic flow and improve safety conditions for the following major facilities served by Kalaeloa Boulevard that include:

- James Campbell Industrial Park – This is a 1,267 acre commercial and industrial park with a number of businesses that include, but are not limited to, two oil refineries, a cement processing plant, 3 power generating facilities, an aluminum fabricating company, moving and storage firms, and various other businesses. The facility was first constructed in 1958.
- Honolulu Program of Waste Energy Recovery (H-POWER) – This 28 acre waste to energy recycling facility was first operated in the early 1990s. The facility is capable of processing 2,160 tons-per-day of municipal solid waste while generating up to 57 megawatts of energy that is enough to support more than 45,000 homes.
- Kalaeloa Harbor - This commercial harbor created in 1961 comprises 241 acres and is located along the northern edge of the Campbell Industrial Park. It is the second busiest harbor on O‘ahu with facilities for container storage, ship repair, and related maritime activities. Plans are currently underway by the Campbell Estate to construct a second industrial park at the harbor (SMS Research, 2008).

The land adjacent to the project area is intended for the City of Kapolei development and consists primarily of commercial and light industrial uses. Existing and planned land uses are shown in **Figure 23** *‘Ewa Development Plan (August 1997)*, in Section 5.2.2 of this report. (Note: The ‘Ewa Development Plan is currently in revision by the City Department of Planning and Permitting. A draft of the Plan was published in October 2008). The project site is located centrally in relation to the urban growth boundary, as defined by the ‘Ewa Development Plan. Major planned development is proposed south of the Interstate Route H-1 Interchange and includes the City of Kapolei and the University of Hawai‘i West O‘ahu Campus. Additionally, the land to the west is planned for low and medium density residential development.

### **3.1.1 Climate**

Kalaeloa Boulevard is located on the leeward coast on the southwestern portion of the Island of O‘ahu. The Island of O‘ahu has a mild subtropical climate which is characterized by abundant sunshine, persistent northeast tradewinds, relatively constant temperatures and moderate humidity. Mean monthly temperatures range from an average 80° Fahrenheit (F) in the summer months, to 70° F during the winter, with night and day temperatures differing by an average of 17°. Extreme fluctuations in temperature are moderated by proximity to the ocean and temperatures of 80 degrees and higher are not uncommon throughout the year. The average annual rainfall for O‘ahu is approximately 24 inches while the average annual rainfall for the ‘Ewa Plain area from 1971 to 2000 is 18.75 inches, with most of the rainfall occurring between the months of October and April. The dryer months of May through September average 0.642 inches per month. The wetter months of October through April average 2.22 inches per month (World Climate, 2003). Average wind velocity in the area varies from 10 to 20 mph.

#### **Potential Impacts and Mitigation**

The proposed project is not expected to have an impact on overall climatic conditions in the region or island-wide. It is acknowledged that additional paved surfaces will be added to the area and may increase local average temperatures. Due to the aforementioned trade winds, the temperature in the region should continue to remain moderate with seasonal variations. The mitigation measures proposed include landscaping of the roadway with street trees, shrubs, and ground cover to minimize or reduce heat gain. The use of drought tolerant plants will be encouraged to minimize the use of potable water for irrigation.

### **3.1.2 Topography, Geology and Soils**

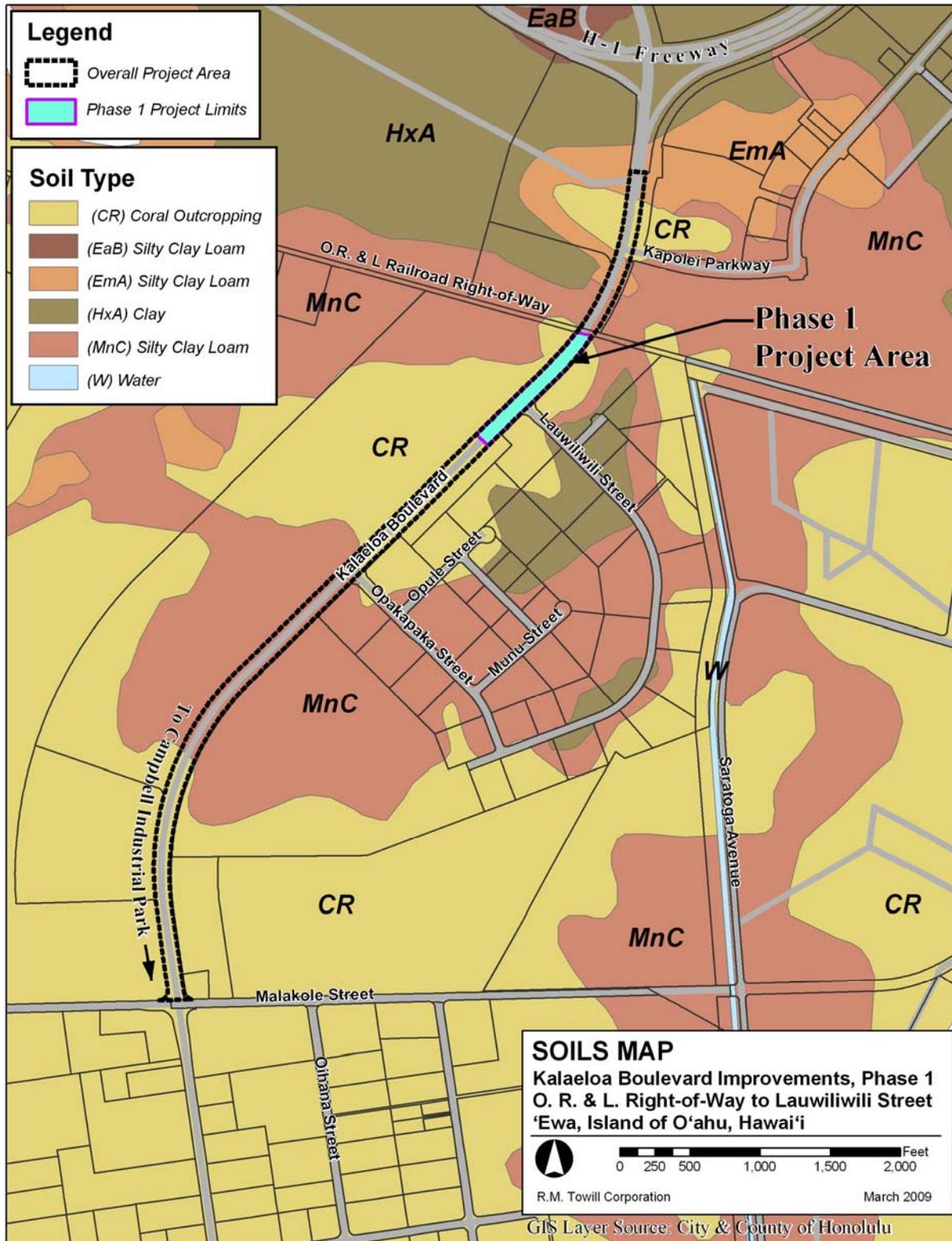
The proposed Kalaeloa Boulevard improvement project is located along the southwestern (leeward) slopes of the Wai‘anae Mountain Range on the western boundary of the ‘Ewa coastal plain of O‘ahu, a region which encompasses Pearl Harbor to the east, the Wai‘anae Mountain range to the north, and the Pacific Ocean to the south. The change in elevation from the start of the project to the end is approximately 50 feet. The elevation on Kalaeloa Boulevard, at the OR&L rail line crossing, is 63 feet above mean sea level (msl). While the slope in the area does vary, the overall average slope from the rail line to the Malakole Street intersection is approximately 0.8 percent. The general gradient of slopes in this area trends to the south/southwest.

The surface soils of this area consist largely of the remains of consolidated marine calcareous sediments from along since emerged reef. Alluvium deposits from the early basaltic flows of upland range are also found in this area. The following soil types are found in the project vicinity, (See **Figure 11, Soils Map**):

CR – Coral Outcrop. CR consists of at least 85% coral and the frequency of flooding is considered “rare” based on its high drainage capacity, defined as “excessively drained.”

MnC – Mamala Stony Silty Clay Loam (0-12% slopes). This soil type is comprised of coral limestone and calcareous sand with alluvium which drains rapidly.

Figure 11. Soils Map



### **Potential Impacts and Mitigation**

The proposed project is not anticipated to have an impact on the topography of the area since the roadway has existed here for over 40 years and the level nature of the surrounding land. The roadway widening is not anticipated to significantly alter the existing view plane, but the potential for such impacts will be minimized and mitigated through landscaping.

Impacts to the soils of the area are also not expected. The prevention of soil erosion will be included in the specifications for construction. BMPs outlined in the construction plans will be utilized to minimize stormwater runoff. In addition to temporary structural controls, such as the use of inlet protection devices and silt-screening, vegetative means to permanently control runoff will be utilized. Also, minimizing the area that is exposed at any one time will further reduce soil erosion. This includes the exposed areas currently existing on the site.

### **3.1.3 Water Resources and Hydrology**

#### **3.1.3.1 Groundwater**

Basal groundwater, which collects from percolating rainwater, supplies the primary source of drinking water in the Hawaiian Islands. Underground aquifers form a lens that floats over the surrounding seawater, naturally protecting this vital resource. Two aquifers are tiered beneath the project area. The upper aquifer, or caprock aquifer, is classified as “unconfined” since it is not contained within impermeable rock or soil layers. Water found here is moderately saline and since it is replenished by rainwater this aquifer is highly vulnerable to contamination. Land use changes, beginning in the early 1980s, lowered the fresh water recharge rate and caused this aquifer to become more saline. Although this aquifer is currently being used for industrial purposes, it is considered replaceable and not of significance ecological importance. This water is not of drinking quality and is primarily used for industrial purposes.

Below the caprock is the volcanic basement containing the deep aquifer, confined within horizontally oriented basalt layers. The deep aquifer has a low vulnerability to contamination and is classified as irreplaceable, (Mink and Lau, 1990). This potable, artesian ground water resource, known as the Southern O‘ahu Basal Aquifer (SOBA), lies in part beneath the Ewa region, and is designated a sole source aquifer by the U.S. Environmental Protection Agency (USEPA). A sole source aquifer is defined as supplying 50 percent or more of the drinking water for an area. Once an aquifer is given this designation, any project planned in areas above the aquifer receiving Federal funds must be coordinated with the Regional EPA Office, in accordance with Section 1424(e) of the Safe Drinking Water Act of 1974.

#### **3.1.3.2 Surface Water**

There are no streams or natural bodies of water in the project vicinity. Kalo‘i Gulch, an intermittent water course, is part of the drainage network that emanates from the Wai‘anae Mountain Range and also drains a portion of the Makakilo community, located northwest of the project area. Water collected in the gulch is conveyed under Interstate H-1 and continues to the ocean from Kalaeloa. Stormwater generated from the project after completion of the roadway improvements will follow existing conditions and be directed into a stormwater drainage system located within the roadway and will be conveyed south toward the ocean.

There are no wetlands in the immediate vicinity of the project area.

### **Potential Impacts and Mitigation**

In Compliance with Section 1424(e) of the Safe Drinking Water Act of 1974, consultation with the Regional EPA Region IX Office has been initiated and construction plans will be coordinated with EPA recommendations. Ground altering activities that threaten Sole Source Aquifers are typically associated with well drilling and other activities that require boring to considerable depth. Ground alterations required for the Kalaeloa Boulevard widening will be limited to removing the existing asphalt and surface soil grading. No aspect of the proposed project will involve excavation to any depth beyond that required to plant trees, install underground utilities, and set new utility poles and street lights. The project is not expected to have any significant impacts to groundwater resources in the area. No further mitigation is proposed.

Potential for adverse impacts to surface water from construction activities associated with this project will be addressed through the following proposed measures and practices below.

Runoff from construction areas will be regulated through adherence to the National Pollutant Discharge Elimination System (NPDES) permit conditions. Best management practices (BMP) will be employed to prevent soil loss and sediment discharges from work sites. Project activities and operation of the system following project completion will comply with Department of Health (DOH) regulations as set forth in Hawai'i Administrative Rules, Title 11 Chapter 54 - Water Quality Standards, and Chapter 55 - Water Pollution Control.

Discharge pollution prevention measures will be employed in all phases of the project. Control measures will be in place and functional before construction activities begin, and will be maintained throughout the construction period. A site-specific plan to prevent runoff and the discharges of other pollutants into State waters, including removal procedures for the construction site BMPs, will be prepared by the construction contractor as part of the project construction plan. The construction plan will be submitted to the DOH-Clean Water Branch for review.

The BMPs will include guidelines and mitigation measures to prevent runoff, discharge pollution, and other detrimental impacts related to construction activities. In addition, BMPs will include contingency plans to respond to heavy rainfall conditions.

Mitigation measures, in addition to the discharge pollution controls described above, shall include, but not be limited to the following:

- Clearing and excavation shall be held to the minimum necessary to meet project design and construction plan requirements.
- Construction shall be phased to minimize the exposure time of cleared or excavated areas. Existing ground cover shall not be destroyed, removed or disturbed more than 20 calendar days prior to the start of construction.
- Stabilization shall be accomplished by temporarily or permanently protecting the disturbed surface from rainfall impacts and runoff.
- Storm water flowing toward active project areas shall be diverted as much as practicable using appropriate controls, including berms and silt fences, as determined by the contractor according to site conditions.

- Areas that remain unfinished for more than 30 calendar days shall be hydro-mulched or seeded to provide temporary soil stabilization.
- The project contractor will select locations for stockpiling construction material. Stockpile sites will be identified in the site-specific BMPs and construction plans. A sediment retention berm or silt fence will be installed around the down-slope side of stockpile sites to retain sediment discharges during heavy rainfall.
- The contractor, based on professional experience and site conditions, may modify the proposed BMP mitigation measures as necessary to account for unanticipated or site specific conditions.

### **3.1.4 Farmland**

The areas on both sides of the roadway corridor were once used for agriculture. The land was arable because of the irrigation water that was made available via the Wai‘ahole Ditch System and wells dug in the ‘Ewa Plain. With the cessation of sugar cultivation in the 1980’s much of this land has been rezoned or left fallow. The land surrounding the presently proposed project phase is designated for Urban uses by the State of Hawai‘i. Similarly, County zoning in the Phase 1 vicinity, south of the railroad tracks, is Intensive Industrial (I-2).

Beyond the data provided by U.S. Department of Agriculture, Natural Resources Conservation Services (NRCS) soil surveys (see **Figure 9 Soils Map**), Hawai‘i currently uses three land rating systems to classify agricultural lands. These include the criteria set forth by the Land Study Bureau (LSB), Agricultural Lands of Importance to the State of Hawai‘i (ALISH), and the newly revised Important Agricultural Land (IAL) designation. These rating systems assess the potential productivity of land and assign an overall productivity rating based on soils and existing climatic conditions. The LSB divides agricultural land into five rating groups from A-E, with ‘A’ being the highest. The ALISH system identifies lands as Prime, Unique, Unclassified or Other.

The IAL designation is intended to preserve only those lands with the highest prolonged productivity potential and consideration for this classification is limited to lands identified as Prime, the highest classification in the ALISH rating system. Lands approved for dedication to IAL are then categorized as Prime, Unique, or Other depending on the type of crop that will be most productive based on the local soil and climatic conditions.

The process of identification and designation of IAL was first proposed at the 1978 Constitutional Convention and enacted as Article XI, Section 3 of the Hawai‘i State Constitution later that same year. Thirty years after its inception, the effort to designate and protect Important Agricultural Lands was encouraged with the passage of Senate Bill 2646 S.D. 2, H.B. 2, C.D. 1 into law as Act 233, in July 2008. Act 233 offers incentives to land owners that convert their qualifying agricultural land to this designation. Since 1980, Hawai‘i has lost 25% of its agricultural land to development. The Hawai‘i Department of Agriculture (HDOA) together with the Department of Taxation and stakeholders including the Hawai‘i Farm Bureau Federation (HFBF), Land Use Research Foundation, University of Hawai‘i College of Tropical Agriculture and Human Resources (UH CTAHR), Hawai‘i Agricultural Research Center (HARC), Department of Business, Economic Development, and Tourism (DBEDT), Office of Planning (OP), and the planning offices of the four counties have worked to develop incentives in an effort to identify and protect Hawai‘i’s most valuable agricultural land.

For lands to be considered for the IAL designation at least one of the following eight criteria must be met:

- Land currently used for agricultural production;
- Land with soil qualities and growing conditions that support agricultural production of food, fiber, or fuel- and energy-producing crops;
- Land identified under agricultural productivity rating systems, such as the agricultural lands of importance to the State of Hawai‘i (ALISH) system adopted by the Board of Agriculture on January 28, 1977;
- Land types associated with traditional native Hawaiian agricultural uses, such as taro cultivation, or unique agricultural crops and uses, such as coffee, vineyards, aquaculture, and energy production;
- Land with sufficient quantities of water to support viable agricultural production;
- Land whose designation as important agricultural lands is consistent with general, development, and community plans of the county;
- Land that contributes to maintaining a critical land mass important to agricultural operating productivity; and
- Land with or near support infrastructure conducive to agricultural productivity, such as transportation to markets, water, or power.

The land surrounding the project area is not classified by the IAL system, and is designated Unclassified, Other, and also includes non-ALISH land under the ALISH classification that is not rated by the Land Study Bureau (LSB). Approximately 600 feet of the west side of the roadway abuts agricultural land that is LSB rated class C, but is currently used as a construction staging area (see **Figure 12** ALISH Map and **Figure 13** Land Study Bureau Map).

#### **Potential Impacts and Mitigation**

The Kapolei area has been identified for development as the Secondary Urban Center for O‘ahu or “Second City.” State Plans and the ‘Ewa Development Plan all promote growth in the ‘Ewa region in an effort to create a secondary employment center. The intention is to divert commuter traffic away from the Primary Urban Center (PUC) and provide for significant residential development in the ‘Ewa Plain to relieve development pressure on other rural and urban fringe areas. The proposed improvements to the Kalaeloa Boulevard will improve the capacity and safety of this regional arterial. No farmland will be lost as a result of this project and the roadway improvements are not likely to have a direct negative impact on agricultural pursuits or the surrounding agricultural lands. BMPs will be used to prevent the discharge of stormwater associated pollutants to surrounding lands and drainageways. No further mitigation measures are planned or proposed.

Figure 12. ALISH Map

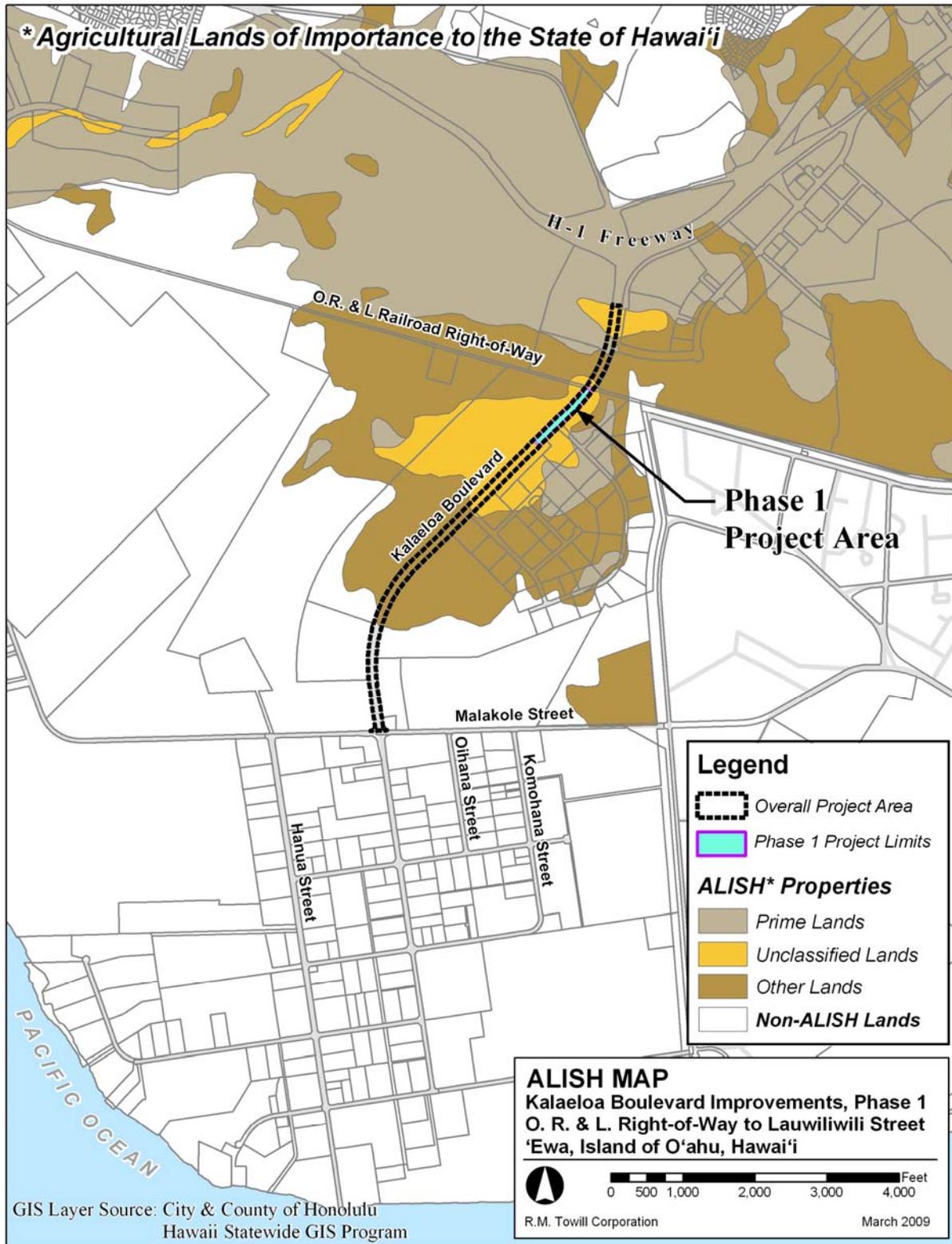
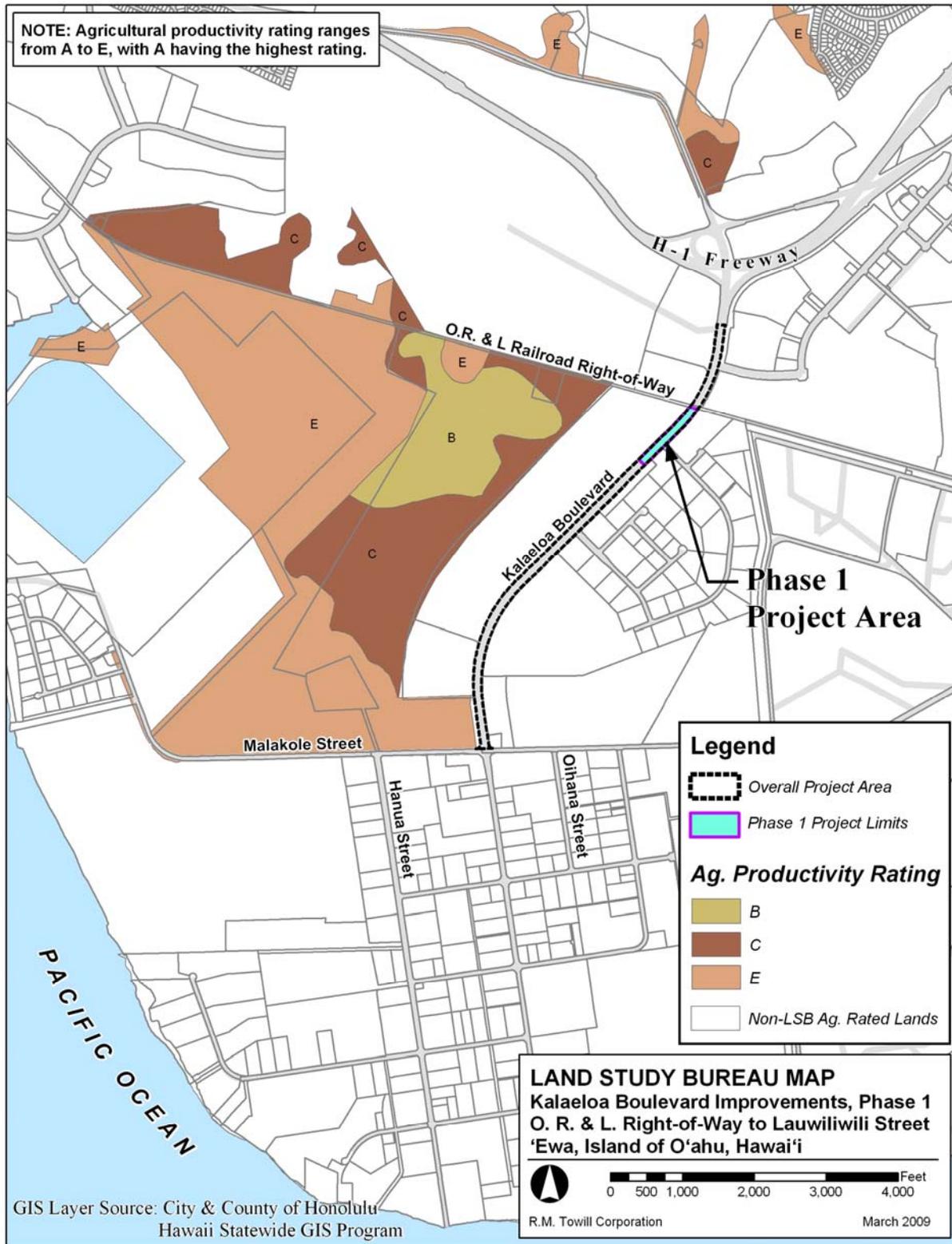


Figure 13. Land Study Bureau Map



### **3.1.5 Natural Disasters**

#### **3.1.5.1 Earthquakes**

The Uniform Building Code (UBC) provides minimum design criteria to address the potential for damage due to seismic disturbances. The range of seismic risk varies from Zone 0, indicating no damage, to Zone 4, indicating major damage. The island of O‘ahu is in Seismic Zone 2, as established by the UBC, indicating a moderate risk of damage from earthquake.

#### **3.1.5.2 Flood Zones**

Kalaeloa Boulevard is located in the Federal Emergency Management Agency (FEMA) designated flood zone D, an area of undetermined flood hazard where flooding is possible. (See **Figure 14 Flood Map**). Consultation with DLNR Engineering Division confirmed this designation.

#### **3.1.5.3 Hurricanes**

In Hawai‘i, northeast trade winds predominate throughout most of the year and generally range in velocity between 10 and 20 miles per hour (mph). Trade winds of 40-60 mph periodically occur. When wind speeds exceed 70 mph, the storms are characterized as hurricanes. The hurricanes are classified according to “Category,” where Category 1 hurricanes have wind speeds between 75-95 mph and Category 5 hurricanes have wind speeds exceeding 155 mph. Hurricanes occasionally approach the Hawaiian Islands, but rarely reach the islands with hurricane force wind speeds. The most recent hurricane event was Iniki in 1992 and mainly affected the Island of Kaua‘i. During this event the Island of O‘ahu experienced wind and rain to the level of a severe tropical storm.

#### **3.1.5.4 Tsunami**

The Kalaeloa Boulevard improvement project is not located adjacent to a coastal area, and therefore will not be subject to the effects of a tsunami. Tsunami are an uncommon event in the Hawaiian Islands, but the possibility of such an event does exist. However, because the project site is located approximately 0.75 miles inland and up-gradient from the shoreline the project is not anticipated to be affected by tsunami.

#### **Potential Impacts and Mitigation**

Earthquakes, while they have the potential to damage roadways, rarely occur on O‘ahu with the force necessary to cause such damage. Tsunami, hurricanes, and other natural disasters are not likely to affect the proposed roadway improvements.

Although the proposed roadway improvements will be located within the FEMA flood zone D, it is noted that no habitable structures are proposed that would constitute an unreasonable risk to life or property. Given the traffic control nature of the project, the proposed use is considered reasonable and is not anticipated to have a significant impact on flood conditions. No further mitigation measures are planned or proposed.

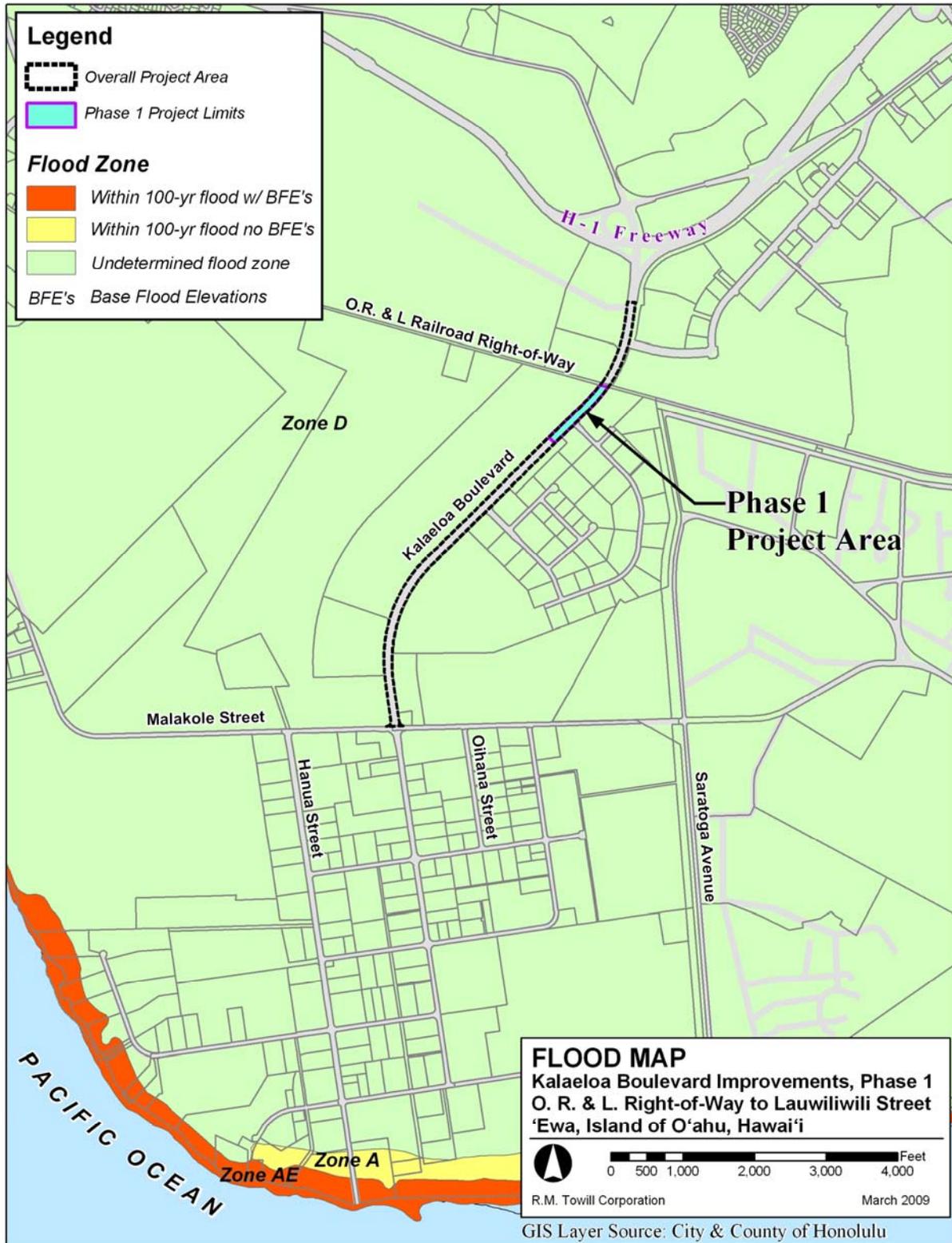


Figure 14. Flood Map

### 3.2 BIOLOGICAL ENVIRONMENT

#### 3.2.1 Flora

No survey was prepared in conjunction with the proposed project and is considered unnecessary due to the extensively disturbed nature of the site. The planned expansion will not go beyond the existing roadway ROW. The lands surrounding the road were formerly in agricultural cultivation and since roadway construction in 1963, Kalaeloa Boulevard has been subject to improvements in 1983 and 1988. No endangered plant species are known to exist in the Kalaeloa Boulevard ROW. Typical of this area are weedy plants such as Koa-haole (*Leucaena leucocephala*), and non-native grasses such as Buffel grass (*Pennisetum ciliare*), California grass (*Brachiaria mutica*), and Guinea grass (*Panicum maximum*). Photos taken during a recent site visit show the sparseness of vegetation in the area, most of which is selected for landscaping. Monkey pod trees (*Pithecellobium saman*) are located in the median of this roadway. **Figure 15** shows the existing site conditions and **Figure 16** shows an example of newly landscaped areas.



**Figure 15. Existing Site Conditions**



**Figure 16. Example of Newly Landscaped Area**

#### 3.2.2 Fauna

No faunal studies were prepared specifically for this project but several have been undertaken in this area for other projects. In preparation of the Environmental Impact Statement for the Kapolei Harborside Center (November 2006), P. Brunner identified seventeen species of introduced birds were found, but no species of endemic land birds were identified. The study noted that endemic species such as Pueo (*Asio flammeus sandwichensis*) or Hawaiian Stilt (*Himantopus mexicanus knudseni*) may occasionally forage in the area, but no habitat signs or sightings were recorded. Resident indigenous seabirds were also not observed, and P. Brunner, the author of this report, determined that the abundance of predators in this area makes hospitable seabird nesting sites unlikely.

Mammals observed were limited to the Small Indian Mongoose (*Herpestes auro-punctatus*) and feral cats. A trapping program was not initiated, but the author speculates that rats and mice are likely present. Population estimates of these animals were undetermined.

None of the animals found to inhabit this area are considered threatened, rare, or endangered and none are endemic species.

A later study of the Kamokila Road vicinity, to determine if any endangered, rare, or threatened avian or mammalian species existed in the project area was conducted by Rana Productions, Ltd. in August 2005. The only addition to the above report was the presence of dogs (*Canis f. familiaris*). The suspected presence of mice and rats was also mentioned and the author further explained that these rodents are known to be destructive to native ecosystems and consequently the native floral species and faunal species that depend on these ecosystems.

One indigenous migratory bird species was observed, the Pacific Golden-Plover (*Pluvialis fulva*). Neither this bird, nor any other observed in the area is considered threatened, rare, or endangered.

None of the animals observed in the area are currently listed by either the U.S. Fish and Wildlife Service (USFWS) under the Endangered Species Act of 1973 or the State of Hawai'i's endangered species program as endangered, threatened, proposed or candidate avian or mammalian species. These findings are consistent with those of other recent surveys conducted throughout adjacent areas of the 'Ewa District.

#### **Potential Impacts and Mitigation**

None of the plants observed on the project site are listed as a threatened or endangered species or a species of concern (U.S. Fish and Wildlife Service, 1999a, 1999b, 2004; Wagner et. al., 1999). The majority of the plants observed during the survey are non-native, dominated by non-native grasses such as Buffel grass (*Pennisetum ciliare*), California grass (*Brachiaria mutica*), and Guinea grass (*Panicum maximum*). Trees such as Monkey pod (*Pithecellobium saman*) and Koa-haole (*Leucaena leucocephala*) also occur in the area.

The proposed project is not expected to have any impact to important vegetation within the proposed project area. Project activities which include clearing vegetation from construction and staging areas will not impact any rare, threatened or endangered plant species.

Upon completion of construction, all disturbed soils within the project area will be stabilized with ground vegetation or landscaping. As much as possible, disturbed soils will be replanted with native plants.

No residences are located near the project area and noise from heavy equipment and other construction activities are not likely to disturb any domestic animals. Project activities might alter the local distribution of birds presently visiting the site, but will not impact the overall abundance of these species on O'ahu. Furthermore, none of the birds known to occur in the project area are considered threatened, rare, or endangered.

Given the above findings, the proposed project is not anticipated to have a significant negative impact on faunal resources. BMPs will be used to minimize impacts to the surrounding environment. No further mitigation is proposed.

### 3.3 SCENIC AND VISUAL RESOURCES

The proposed roadway is located on the low lying 'Ewa Plain, across H-1 from the southern slopes of the Wai'anae Mountain Range. The area is lightly vegetated with mostly introduced species, and few tall trees. The predominant tree is the koa haole (*Leucaena leucocephala*), and monkeypod (*Pithecellobium saman*) can be found along the roadside. Because of the naturally even grade of the 'Ewa Plain, views from the Kalaeloa Boulevard are limited mauka views of the Wai'anae Range and of the surrounding plain, as shown in **Figure 17** and **Figure 18** below.



**Figure 17. Mauka View From Railroad Crossing**



**Figure 18. Makai View From Lauwiliwili Intersection**

#### **Potential Impacts and Mitigation**

Short-term view impacts will include the view of graded surfaces during initial earthwork. To mitigate this impact the land will be grassed as soon as practicable. In the long-term, no adverse impacts to visual resources of the project site are expected. The improvements will increase roadway visibility and driver safety. To soften the view of the roadway, street trees will be planted. Views of the Wai'anae Mountain Range will not be significantly impacted and the visual qualities of the site will be retained and preserved mostly intact.

### 3.4 HISTORIC AND CULTURAL RESOURCES

Phase 1 of the proposed project is marked at the northern boundary by the tracks of the former O'ahu Railway and Land Company (OR&L) rail line. Cultural Surveys Hawai'i, Inc., in a 2006 archaeological assessment related to the Kamokila Boulevard Extension, details the history of this rail line. The tracks once connected Honolulu to the 'Ewa Plain and continued north through Wai'anae to Kahuku. The U.S. Navy took over a section of the OR&L line during World War II to transport ammunition to Pearl Harbor. This section was donated to Hawai'i by the Federal government in 1974, and was placed on the National Register of Historic Places in 1975. The rail lines and right-of-way is identified as Site 50-80-12-9714 by the State Historic Preservation Division (SHPD). Consultation with SHPD regarding historic properties in the area of potential effect (APE) shows concurrence with the finding that this is the only property on the Hawaii or National Register of Historic Places. Train rides, operated by the Hawaiian Railway Society, now carry residents and

tourists from Fort Weaver Road through the proposed project area to the north side of Kahe Point. Portions of this historic railway also functions as a bikeway corridor for cross-country riders, however, the portion within the project area is currently unimproved.

An archaeological assessment for the Kapolei Harborside Center was conducted by Cultural Surveys Hawai'i (2006). The authors note that this area has been the subject of over 40 archeological reports since the 1970's. At the Malakole Road and Hanua Road intersection, several sinkholes have been identified as significant sites to be preserved from development. Nearly 100 sinkholes over 1 meter wide were found in an 8-acre area approximately 1,500 feet west of the proposed project area, some which are still growing Polynesian cultigens (noni, *Morinda citrifolia*, and Ti, *Taetsia fructose*). Eighty percent of the sinkholes are estimated to contain fossil bird bone. This area has been extensively studied and will not likely be disturbed by the proposed project.

A review of historical surveys conducted in the project vicinity yield no further historic properties that have been identified to date. As part of the historic survey for the Kamokila Boulevard Extension conducted in 2005 the Department of Land and Natural Resources/State Historic Preservation Division (DLNR/SHPD) formally evaluated the balance of that project area and found it contained no further historic resources (Kimura International, 2008). The project site does not fall within any known pre-contact settlements. A pre-contact/early post-contact trail exists near the present-day Farrington Highway. This study determined that the project area was likely only marginally used in traditional Hawaiian times.

After a review of Hawaiian literature, legends and ethnology, there is no indication that the project area was associated with any Hawaiian gods, chiefs or heroes, or with *wahi pana* (storied places). There is no indication that this area was used to collect resources or to conduct traditional cultural practices in the recent past. It is not known to be used for any cultural practices today. It is unlikely that any traditional Hawaiian sites would be found in the project area, though it is possible that some twentieth century sugar cane cultivation/irrigation features could be found.

### **Potential Impacts and Mitigation**

Roadway construction and improvements to the railroad crossing will temporarily disturb 'Ewa Plain train tours and cause minor detours for motorists and pedestrians. To minimize impacts, project plans are being coordinated with the Hawaiian Railway Society and the State Historic Preservation Division. During Section 106 consultation it was determined that Phase 1 of this project would not have an adverse effect on the OR&L ROW, and SHPD has concurred the finding of no adverse effect to this historic property. A memorandum of agreement will be prepared for the mitigation of the railroad ROW and facilities.

Signage, flagmen and proper safety measures will be employed during construction to minimize impacts to train operations and ensure safe passage for cyclists. Long-term impacts are not anticipated. Proposed improvements at the railroad crossing will include the installation of new warning signs on the side of the roadway and painted roadway markings. In addition, crossing arms will be installed to stop traffic during train movements crossing the tracks. New tracks are being proposed at the crossing. Electronic sensors are also proposed to be installed along the railroad tracks that are activated by the train. The train crossing the sensor would start a warning sequence that would activate the warning stop signs and the closing of the crossing arms across the road. Once the train clears the road crossing the system would reset and allow vehicles and pedestrians to cross.

The project area has been disturbed by agricultural activity since the 1800's, and was developed as a major arterial in 1963. It is unlikely that any artifacts of historical or archaeological significance will be discovered. However, should historical or cultural materials be discovered during ground disturbing activities, work in the area will cease immediately and the SHPD will be notified of the discovery and consulted as to the appropriate course of action. Burial finds will be treated in accordance with HAR Section 12-300 and HRS Chapter 6E-43.6. The SHPD will determine the appropriate treatment of the remains and any associated historical or cultural material in consultation with recognized descendants, if any, and the O'ahu Island Burial Council.

### **3.5 NOISE**

Local and Federal agencies have established standards and guidelines for assessing noise impacts and limits. The Federal Highway Administration (FHWA) defines land use categories and maximum hourly equivalent sound levels, Leq(h), for traffic noise exposure. Viewed as design goals, meeting these limits are deemed in conformance with FHWA noise standards. These design goals for traffic noise exposure have been adopted by the State of Hawai'i Department of Transportation (HDOT). If predicted traffic noise levels "approaches" FHWA's design goals, or the predicted traffic noise levels "substantially exceed the existing noise levels" a traffic noise impact has occurred. Noise levels at or above 1 dB under FHWA's design goals are defined as having "approached" these limits, and "substantially exceed the existing noise levels" is at least 15 dB above the design goal.

Existing sources of noise in the project area are limited to motor vehicles traveling along Kalaeloa Boulevard and other nearby roadways, and human associated activities in the area. Most, if not all of these sources of noise are limited and do not ordinarily constitute an acoustic nuisance.

#### **Potential Impacts and Mitigation**

Construction of the proposed project will introduce increased noise in the area immediately surrounding the project site from work crews and the operation of construction equipment. The construction equipment is expected to include, but not be limited to, the use of bulldozers, backhoes, dump and concrete trucks, asphalt distributor trucks, steam rollers and powered hand tools.

Construction equipment will be operating on Kalaeloa Boulevard in an isolated industrial area. The scope and scale of the work is not likely to generate construction related noise at a level that would adversely affect nearby businesses or roadway travelers. Mitigative measures to minimize or reduce potential noise impacts will include limiting construction activities to daylight working hours outside of peak traffic periods from about 8:30 am to 3:30 pm and inspecting all combustion powered machinery to ensure the equipment is in proper working order and muffled in accordance with law.

### **3.6 AIR QUALITY**

Presently, air quality in the vicinity of the project is good because of the normal north-easterly trades. The primary sources of air pollution are from auto emissions. Agricultural sources of air pollution include dust, spraying of insecticides and herbicides, and equipment emissions generally occur when the normal wind regime reverses itself and blows from the south, generally referred to

as ‘Kona’ winds. To a lesser and occasional extent, air quality is impacted by natural pollution sources, such as airborne salt from the ocean, plants, wind-blown dust and volcanic vog.

### **Potential Impacts and Mitigation**

During construction, fugitive dust may be generated which can constitute a nuisance to traffic along the Kalaeloa Boulevard. Construction activities will employ dust control measures in compliance with the provisions of HRS, Chapter 43-10 and HAR, Chapter 11-60.1, “Air Pollution Control,” Section 11-60.1-33 on “Fugitive Dust.” Dust control measures such as frequent watering of areas of exposed soil will be employed. Only a sufficient amount of water will be used to ensure the proper suppression of dust. Businesses in the area of the project are not anticipated to be affected. No further mitigation is proposed.

## **3.7 PUBLIC FACILITIES**

### **3.7.1 Parks and Recreation**

The ‘Ewa Plain maintains a high proportion of open space and is served by several parks, but has less community-based park acreage than island-wide standards require for its existing population as determined by the Department of Parks and Recreation. The ‘Ewa Development Plan notes that the current deficit is approximately 40 acres below the standard. To meet projected the 2020 ‘Ewa population, 76 acres of community-based parks are needed. Of the existing parks, all are more than ½ of a mile away from the project site; those closest to the project area are listed below:

- Kapolei Regional Park
- Makakilo Neighborhood Park
- Maukalani Neighborhood Park
- Makakilo Community Park
- Kapolei Community Park
- Palailai Neighborhood Park
- Barbers Point Beach Park
- Kamokila Community Park
- Kalaeloa Regional Park (Planned)

Recreational resources of this region include mountain, shoreline, and ocean activities and facilities. Trails to and through the mountain gulches are seen as important amenities, but current access is limited due to landowner restrictions. These facilities can be seen in **Figure 23 ‘Ewa Development Plan Public Facilities Map (October 2008)**, shown in Section 5.2.2 of this report.

In 1991, Campbell Estate established the Kapolei Area Bikeway Plan (KABP), a 56 mile long network of bike paths (separate from roadways), bike lanes (4 - 6 foot lanes along roadways), and bike routes (12 foot wide shared curbside vehicle lanes) to serve the ‘Ewa Plain. This plan has been incorporated into the City of Kapolei Urban Design Plan, and was adopted by the City Council in 1995. Some linkages within this network will be adopted into the State Department of Transportation (DOT) State Bike Plan Hawai‘i (2003).

Kalaeloa Boulevard is included in the bikeway network, however there is currently no bike lane or established “bike route” and existing conditions along the roadway does not provide adequate pedestrian or cyclists facilities as shown in **Figure 19 Existing Conditions on Kalaeloa Boulevard**, below. The proposed roadway improvements will include provisions to sign the roadway as a bike route.



**Figure 19. Existing Conditions on Kalaeloa Boulevard (mauka view)**

### 3.7.2 Schools

The State of Hawai'i is faced by deficits in the funding needed to create new classrooms through either expansion or the construction of new facilities. Developers are now solicited a “fair-share” contribution to help alleviate this deficit. Existing public school in the ‘Ewa area are shown in **Table 1 Existing public schools in the ‘Ewa Plain**, below. The Department of Education (DOE) has

<b>Table 1. Existing Public Schools in the ‘Ewa Plain</b>	
<b><u>‘Ewa Beach</u></b>	<b><u>Kapolei</u></b>
‘Ewa Elementary	Barbers Point Elementary
‘Ewa Beach Elementary	Hawai'i Technical Academy (Charter)
Holomua Elementary	Kapolei Elementary
Iroquois Point Elementary	Kapolei Middle
Kaimiloa Elementary	Kapolei High
Keoneula Elementary	Makakilo Elementary
Pohakea Elementary	Mauka Lani Elementary
‘Ilima Intermediate	
Campbell High	

estimated the need for the creation of nine new elementary, two intermediate and at least one new high school in the 'Ewa area by 2020. If only one high school is built by 2020, another will be needed thereafter. Several sites have been selected for these schools, but only four sites have been reserved.

### **3.7.3 Other Public Facilities**

Other existing and proposed community facilities include hospitals, colleges, correctional facilities, and cemeteries. Most important to 'Ewa's future development is the planned University of Hawai'i West O'ahu campus.

#### **Potential Impacts and Mitigation**

During the construction phases the Kalaeloa Boulevard expansion and related improvements may impact mobility in the area. Barbers Point Beach is the only Public Recreation area served by Kalaeloa Boulevard. Access to this beach may be impacted, but these impacts are anticipated to be short-term and will only last for the duration of the project construction phases. In accordance with City and County regulations, construction activity associated with this project will be limited to the hours of 8:30 am to 3:30 pm, unless otherwise permitted by DTS.

Construction will be phased to allow for the flow of vehicular and pedestrian traffic, though at a temporarily reduced level of service. Walkways will be maintained in passable condition or other facilities for pedestrians will be provided. Upon completion, this project will have a small but lasting positive impact on regional access and traffic flow and will better serve cyclists and pedestrians.

Beyond the long-term improvements to public facility access, impacts to schools, hospitals and other public facilities are not anticipated to be adversely impacted by this project, and no further mitigation is proposed.

## **3.8 UTILITY INFRASTRUCTURE**

### **3.8.1 Water**

The City and County of Honolulu Board of Water Supply provides water to the Kapolei area and the regional potable water system is made up of supply wells, storage reservoirs, booster pump stations, and transmission lines. At Kalaeloa, the former Naval Air Station Barbers Point (NAS-BP), there is a Navy-owned potable water system. These facilities include a deep well pumping station, water treatment facilities, two underground storage reservoirs, a transmission main, and distribution system for domestic supply and fire protection. The Navy-owned water system is expected to be able to serve a large part of future Kalaeloa development in the area of the former air station.

Within the utility easement below the existing roadway are located one 24 inch and one 20 inch waterline. These lines travel parallel with the Kalaeloa Boulevard ROW through the project area (R.M. Towill Corporation, 2008).

### **3.8.2 Sewer**

Wastewater management in the Kapolei area is served by the City and County of Honolulu's wastewater system. A separate, Navy-owned wastewater system is located near the Kalaeloa Airport, southeast of the project area. This system is being conveyed to the City and County.

The Honouliuli Wastewater Treatment Plant (WWTP), owned and operated by the City and County of Honolulu, manages regional wastewater treatment for the 'Ewa region and is located on Geiger Road approximately 3.5 miles east of the project site. The area of service for the Honouliuli WWTP is approximately 76,000 acres, and is bordered by Red Hill to the east, Mililani on the north, and Makakilo/Ko 'Olina to the west. All residences and business operations are serviced by the Honouliuli WWTP except for Pearl Harbor and Campbell Industrial Park. In the area there are also a number of small lots that are equipped with cesspools or septic tanks.

After treatment at the Honouliuli WWTP wastewater is discharged through a deep ocean outfall into West Mamala Bay. The plant was originally designed to treat upwards of 25 million gallons per day (mgd) of wastewater, but the plant has been expanded and presently has an average dry weather flow capacity of 38 mgd. This plant is planned for further expansion to a capacity of 51 mgd, (Honolulu Board of Water Supply).

Adjacent to the existing roadway a 24 inch and 18 inch sewer force main line is located in a utility easement and follows the Kalaeloa Boulevard ROW through the project area (R.M. Towill Engineers, 2008).

### **3.8.3 Power and Communications**

Several power corridors exist in the project vicinity. Two overhead systems, both owned and operated by the Hawaiian Electric Company (HECO), traverse the 'Ewa Plain parallel with the OR&L rail line. One of these systems, just south of the rail line, uses large metal poles and carries two 138kV and two 46 kV mounted transmission line circuits. The system just north of the rail line uses wooden poles and carries one 46kV transmission circuit and one 12kV distribution circuit.

Wooden pole overhead electrical systems with mounted circuit lines are found bordering the west side of Kalaeloa Boulevard and running along Malakole Street. These lines are owned and operated by HECO.

The existing overhead telecommunications systems, belonging to Hawaiian Telcom and Oceanic Time Warner Cable, also utilize the poles on the west side of the Kalaeloa Boulevard and is likely comprised of a combination of copper and fiber optic cables.

Five fuels lines and one 16 inch gas line are also located in the Kalaeloa Boulevard ROW. The fuel lines are owned by Tesoro, Chevron (White Oil #1 and White Oil #2), Kahe and Wai'au. The gas line is the property of The Gas Company.

Street lights are currently found only at the Malakole Street intersection and on the portion of Kalaeloa Boulevard north of the OR&L rail line that has already been improved.

### **Potential Impacts and Mitigation**

The proposed project is not expected to have an adverse impact on water service in the area. An increase in water consumption will result from the project due to dust control measures implemented during construction and from irrigation water used for the landscaping. To the extent feasible, drought tolerant plants will be used for landscaping to minimize water use.

Underground pipes, cables, or conduits known to exist are identified on the construction drawings and indicated in the plans. The contractor shall verify the locations and depths of the facilities and exercise proper care in excavating the area.

Roadway expansion will require the relocation of the utility poles and street lights. Pole erection and cable relocation will take place prior to roadway demolition to minimize the amount of down-time experienced with power or communication connectivity during project construction.

## **3.9 PUBLIC SERVICES**

### **3.9.1 Fire, Police, and Medical Service**

Fire protection service is provided through the Honolulu Fire Department's (HFD) Makakilo and Kapolei Fire Stations. Each fire station has one fire truck and is able to provide fire fighting, first response and medical services. Police protection services are provided by the Honolulu Police Department's (HPD) Kapolei Substation. The St. Francis Hospital-West is located approximately ten to fifteen minutes drive by car from Kalaeloa Boulevard and provides health care services. Private health clinics are also located in Kapolei.

### **3.9.2 Transit**

Bus service is provided through the DTS, which currently contracts with O'ahu Transit Services (OTS) for operation of TheBus. OTS also operates the Handi-Van system. In 2008, bus ridership is estimated to approach 71 million passengers (source: [www.thebus.org](http://www.thebus.org)). Approximately 35 buses are assigned to TheBus's 'Ewa Service Area, which is identical to the 'Ewa Development Plan area. In 2008, the bus routes serving the Kalaeloa area throughout the day included:

- No. 40
- No. F11
- No. 413
- No. 40A
- No. F12
- Route C – Kapolei Transit Center - Honolulu
- No. 93
- No. F13

OTS currently operates three "divisions" from bus maintenance facilities located in Kalihi-Palama Hālawa and Manana in the Pearl City area.

High-speed rail has received public support and is now in the design stages. Construction is proposed to begin in the 'Ewa region in the last quarter of 2009. Construction of the rail line, to Ala Moana Shopping Center, with the extension to Kapolei is expected to be completed by 2018 (ORTP - O'ahu Regional Transportation Plan).

### **3.9.3 Solid Waste**

Construction debris from the project site will be disposed of by the construction contractor or via a private company. The collected waste will be disposed at the City and County of Honolulu's

garbage-to-energy plant or at the Waimānalo Gulch Sanitary Landfill or at a private facility depending on the composition of the waste. Based on a study of past uses of the site it is not anticipated that any hazardous material will need to be disposed. Construction debris (unused material), rocks and aggregate will be re-used on-site to the extent feasible. Items that cannot be re-used will be disposed at an approved disposal facility.

### **Potential Impacts and Mitigation**

The proposed project is not expected to have an adverse impact on fire, police and medical services. Access will remain open throughout project implementation. The proposed roadway expansion will improve access for emergency vehicles and equipment traveling through the area.

Public transit may experience short-term impacts during the construction phases of this project. However, roadway improvements are expected to improve traffic circulation and offer improved service.

No impacts to solid waste facilities are anticipated. Construction debris, to the extent feasible, will be re-used on the project site rather than transporting it to a landfill. All other construction debris will be disposed off at an approved landfill.

## **3.10 SOCIO-ECONOMIC CHARACTERISTICS**

### **3.10.1 Regional Population**

Kalaeloa incorporates the former Barbers Point Naval Air Station, listed for closing in 1993 and subsequently transferred to the State of Hawai'i. Residential population of this area, at the time of the 2000 U.S. Census, is associated with this base. The 2000 U. S. Census tallied 67 persons occupying 16 households in this area, all of which were families. Of these Households 87.5% had children under the age of 18.<sup>3</sup>

Kalaeloa falls in the area represented by the Makakilo-Kapolei-Honokai Hale Neighborhood Board No. 34. The Neighborhood Board No. 34 area is represented as having the following demographic characteristics (Department of Planning and Permitting):

- 3,946 households
- 3.37 persons per household
- 66.6 percent of the homes are owner occupied

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<sup>3</sup> <http://www.economicexpert.com/a/Kalaeloa:Hawai'i.html>

Ethnic Distribution:

- White 21.8%
- Black 2.5%
- American Indian 0.2%
- Asian 39.1%
- Native Hawaiian 8.8%
- Other 1.4%

Additional characteristics of the Neighborhood Board No. 34 area include:

- 3.4 % of the population is unemployed (2000)
- 89% of workers in the area commute (drive) to work
- 5.8% use public transport to commute to work
- \$64,560 median household income (1999)

**Potential Impacts and Mitigation**

The proposed roadway expansion will not have a direct impact on the demographics of the area in the near term. The improvements may have the secondary impact of making the area more desirable to live in because of improved access into the community. No mitigation measures are planned or proposed.

**3.10.2 Environmental Justice Related Populations**

Environmental Justice regarding proposed federal, state or county infrastructure and facility projects addresses the goals and policies of Executive Order 12898 (1994) and Title VI of the 1964 Civil Rights Act to prevent environmental racism. Executive Order 12898 to demonstrate “fair treatment” as defined as meaning that “no groups of people, including racial, ethnic or socioeconomic groups, should bear a disproportionate share of negative environmental consequences from industrial, municipal, and commercial operations, or the execution of federal, state, local, and tribal programs and policies.” Title VI prohibits discrimination on the basis of race, color or national origin. It also prohibits recipients of federal funds, including federal and state agencies, from discriminatory actions.

To satisfy Title VI and EJ requirements, a project must illustrate that concern for environmental justice is integrated into every transportation decision, from the first thought about a transportation plan to the post-construction operations and maintenance.

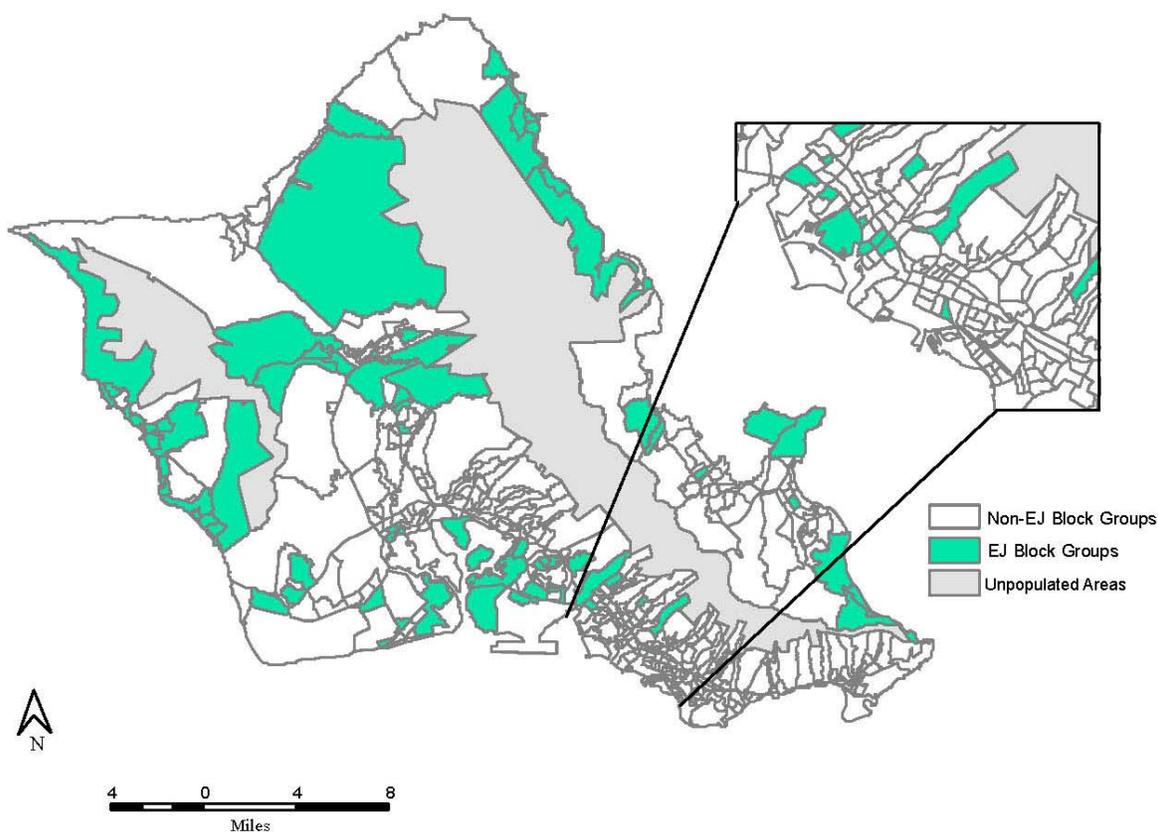
The following is a summary of findings from the 2004 O’ahu Metropolitan Planning Organization (OMPO) report titled “Environmental Justice in the OMPO Planning Process: Defining Environmental Justice Populations, March 2004.”

“Between 2000 and 2004, the Hawai’i DOT Title VI Plan has also evolved, providing more direction for its sub-recipients to follow. The 2004 Hawai’i DOT Title VI Plan required that its sub-recipients collect, maintain, analyze, and use data for an expanded list of racial categories. Recognizing that about 75% of its population is comprised of the federally-defined minority populations, the Hawai’i DOT expanded two of the five racial categories to include Hawaiian/Part Hawaiian, Samoan, Japanese, Chinese, Filipino, Korean, Vietnamese, Other. The remaining three racial categories (African American, Hispanic, American Indian/Alaska Native) were kept as is, as part of the Hawai’i

DOT policy for which data must be sought.” Locations of the EJ populations on O‘ahu (OMPO, 2004) are illustrated in **Figure 20**.

FHWA further defines “low-income” populations as persons who live in a household whose “income is at or below the Department of Health and Human Services (DHHS) poverty guidelines.” DHHS provides annual updates of the poverty guidelines that are used by the Census Bureau to calculate poverty. **Table 2 DHHS 1999 Poverty Guidelines** provides the DHHS poverty guidelines for 1999. Note that during the 2000 Census, respondents were asked questions based on their income in the previous year, 1999. The location of the low income neighborhoods are shown in **Figure 21 Low Income Neighborhoods on O‘ahu (OMPO, 2004)** and further information on the nature of population in **Table 3 EJ and Low Income Neighborhoods on O‘ahu (OMPO 2006)**.

**Figure 20. Location of Environmental Justice Populations on O‘ahu (OMPO 2004)**



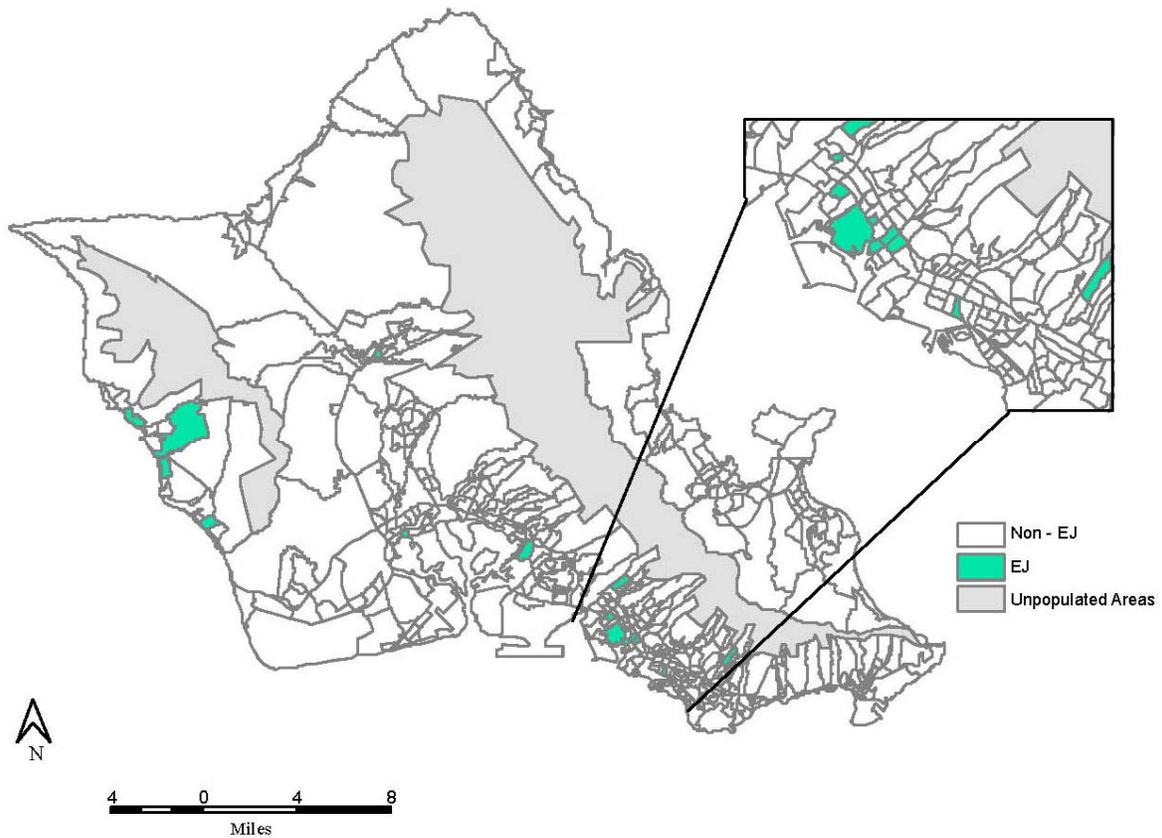
Source: City and County of Honolulu DPP

**Table 2. DHHS 1999 Poverty Guidelines**

Size of Family Unit	48 Contiguous States and D.C.	Alaska	Hawai'i
1	\$8,240	\$10,320	\$9,490
2	\$11,060	\$13,840	\$12,730
3	\$13,880	\$17,360	\$15,970
4	\$16,700	\$20,880	\$19,210
5	\$19,520	\$24,400	\$22,450
6	\$22,340	\$27,920	\$25,690
7	\$25,160	\$31,440	\$28,930
8	\$27,980	\$34,960	\$32,170
For each additional person, add:	\$2,820	\$3,520	\$3,240

Source: <http://aspe.hhs.gov/poverty/99poverty.htm>

**Figure 21. Low Income Neighborhoods on O'ahu (OMPO, 2004)**



Source: 2000 US Census, City and County of Honolulu DPP

Table 3. EJ and Low Income Neighborhoods on O‘ahu (OMPO 2006)

DP Area	Location	Block Group	Military	Poverty	POP	FHWA Minority	Selection Basis							Max Minority Pop	Max Minority Basis	FHWA Minority as % of POP	Selection Basis as % of	
							All	BLACK	AIAN	ASIAN	NHOPI	OTHER	HISP+				POP	Total
2	Ewa Gentry	84041			8669	6817	1207	462	0	0	0	0.0	745	745	6	78.6	13.9	1.8
2	Lanikai Hale	86091			1703	1059	281	0	0	0	0.0	281	281	6	62.2	16.5	0.4	
2	Makakilo	86032			3565	2343	477	0	0	0	0.0	477	477	6	65.7	13.4	0.7	
2	Makakilo	86042			1641	1243	284	0	0	0	0.0	284	284	6	75.7	17.3	0.4	
3	Schofield Barracks	90009	1		2829	1207	989	616	0	0	0.0	373	616	1	42.7	35.0	1.5	
3	Schofield Barracks	95019	1		3450	1664	1561	929	0	0	0.0	632	929	1	48.2	45.2	2.3	
3	Schofield Barracks	95029	1		4035	1755	1556	875	0	0	0.0	681	875	1	43.5	38.6	2.3	
3	Schofield Barracks	95039	1		2528	940	764	423	0	0	0.0	341	423	1	37.2	30.2	1.1	
3	Schofield Barracks	95059	1		3429	1822	1694	1003	0	0	0.0	691	1003	1	53.1	49.4	2.5	
3	Milliani - Nob Hill	89181			2017	1462	307	0	0	0	0.0	307	307	6	72.5	15.2	0.5	
3	Milliani Mauka	89169			11181	8907	7175	0	0	7175	0.0	0	7175	3	79.7	64.2	10.7	
3	Milliani-Kipapa	89079			2057	1569	320	0	0	0	0.0	320	320	6	76.3	15.6	0.5	
3	Wahiawa - Makai	94001		1	2926	2500	1305	0	0	0	837	0.0	468	837	4	85.4	44.6	1.9
3	Wahiawa - Mauka	92001			2256	1774	355	0	0	0	0.0	355	355	6	78.6	15.7	0.5	
3	Waipahu	87031			1010	894	573	0	0	0	573	0.0	0	573	4	88.5	56.7	0.9
3	Waipahu	87033			788	693	476	0	0	0	476	0.0	0	476	4	87.9	60.4	0.7
3	Waipahu	89141			2706	2360	740	0	0	0	740	0.0	0	740	4	87.2	27.3	1.1
3	Waipahu - Pupupuhi	87032		1	1627	1450	873	0	0	0	873	0.0	0	873	4	89.1	53.7	1.3
3	Waipio Acres	89151			2754	2328	354	0	0	0	0.0	354	354	6	84.5	12.9	0.5	
5	Bellows Air Station	113011	1		3102	2383	1191	0	0	0	1191	0.0	0	1191	4	76.8	38.4	1.8
5	Kaneche Marine Corps Base	108019	1		3906	1334	1139	485	42	0	0.0	612	612	6	34.2	29.2	1.7	
5	Kaneche Marine Corps Base	108029	1		7921	2848	2244	962	106	0	0.0	1176	1176	6	36.0	28.3	3.3	
5	Ahimanu	103051			3048	2406	402	0	0	0	0.0	402	402	6	78.9	13.2	0.6	
5	Kahuhipa Apt/Industrial Area	105062			2981	2111	1202	0	0	0	810	0.0	392	810	4	70.8	40.3	1.8
5	Kailua (Ulupaina St.)	109051			2512	1565	38	0	38	0	0.0	0	38	2	62.3	1.5	0.1	

Source: 2000 US Census, City and County of Honolulu DPP

### Potential Impacts and Mitigation

Every effort was made to ensure that a full and fair opportunity was made available to all members of all communities to participate in the development of the OMPO EJ plan. In particular, the public outreach program was designed to ensure that this was accomplished. For example, the members of the Citizen Advisory Committees were invited from a broad spectrum of each community on each island in the state to ensure that all potential groups, interests, and points of view would be represented on each committee. This included the low-income and minority population, the elderly, the disabled or otherwise challenged individuals, and special interest groups.

The proposed roadway is considered an improvement to regional transportation facilities and will benefit a large segment of the population. The decision to make this roadway improvement was not biased by race or income, rather, the decision was made based on the fact that the roadway will serve a mixed and diverse community. As part of the environmental review process, the DTS consulted with neighborhood groups, organizations and individuals prior to finalizing plans. Potential for adverse effect relating to EJ or Title VI populations are not anticipated or expected. No mitigative measures are proposed.

## **SECTION 4 PERMITS AND APPROVALS THAT MAY BE REQUIRED**

Permits and approvals that may be required include the following:

### ***4.1 STATE OF HAWAII***

#### **4.1.1 Community Noise Control –Department of Health**

A Noise Permit will be required during construction from the State Department of Health. A Noise Variance Permit may also be required if work is anticipated during evenings and weekends.

#### **4.1.2 Disability and Communications Access Board**

Plan review is required for compliance with the Americans with Disabilities Act.

#### **4.1.3 National Pollutant Discharge Elimination System Permit**

Required by the State Department of Health for discharges of construction stormwater for land areas greater than one (1) acre.

#### **4.1.4 State Department of Transportation**

Plan review and approval for connection to the OR&L Railroad right of way and Interstate Route H-1.

#### **4.1.5 Office of Planning**

Coastal Zone Management Federal Consultation Review.

### ***4.2 CITY AND COUNTY OF HONOLULU***

#### **4.2.1 Grading Permit**

Required from the Department of Planning and Permitting.

#### **4.2.2 Plan Review**

Plan review by the Department of Planning and Permitting, Board of Water Supply, and Department of Environmental Services

### ***4.3 FEDERAL***

#### **4.3.1 Federal Highway Administration**

Plan review and approval.

### ***4.4 UTILITY COMPANIES***

#### **4.4.1 Plan Review and Approval for Utility Connections**

## SECTION 5 RELATIONSHIP TO STATE AND CITY AND COUNTY, AND FEDERAL POLICIES, PLANS AND REGULATIONS

### 5.1 STATE

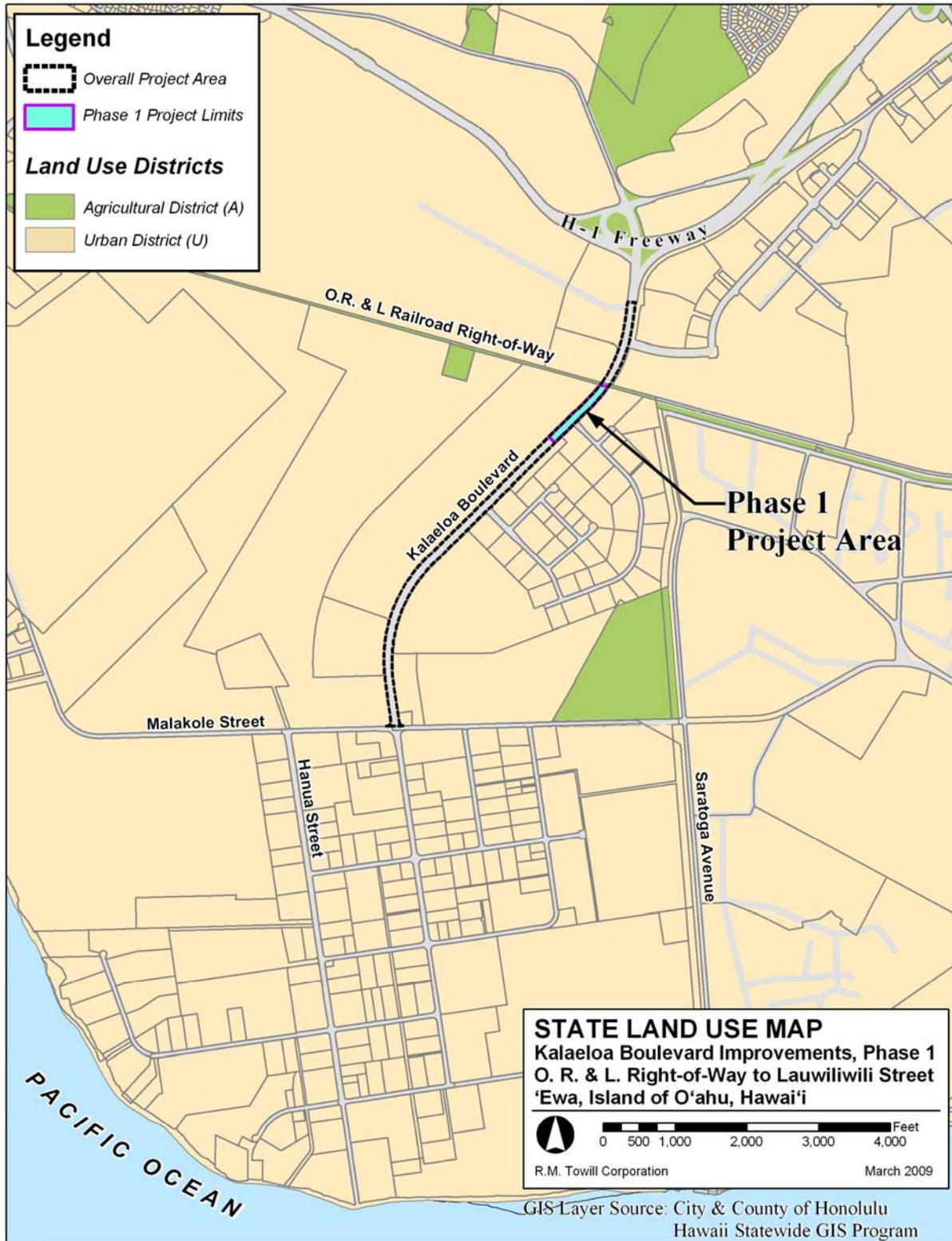
#### 5.1.1 State Land Use Commission (Chapter 205-2, HRS)

Chapter 205, Hawai'i Revised Statutes (HRS), relating to the Land Use Commission, establishes the four (4) major land use districts in which all lands in the State are placed: Urban, Rural, Agricultural, and Conservation. Criteria for these land use designations are cited below. The proposed roadway will traverse land that is designated Urban (see **Figure 22** State Land Use Map).

Chapter 205, HRS, Districting and classification of lands:

- (a) *There shall be four major land use districts in which all lands in the State shall be placed: urban, rural, agricultural, and conservation. The land use commission shall group contiguous land areas suitable for inclusion in one of these four major districts. The commission shall set standards for determining the boundaries of each district, provided that:*
- (1) *In the establishment of boundaries of urban districts those lands that are now in urban use and a sufficient reserve area for foreseeable urban growth shall be included;*
  - (2) *In the establishment of boundaries for rural districts, areas of land composed primarily of small farms mixed with very low density residential lots, which may be shown by a minimum density of not more than one house per one-half acre and a minimum lot size of not less than one-half acre shall be included, except as herein provided;*
  - (3) *In the establishment of the boundaries of agricultural districts the greatest possible protection shall be given to those lands with a high capacity for intensive cultivation; and*
  - (4) *In the establishment of the boundaries of conservation districts, the "forest and water reserve zones" provided in Act 234, section 2, Session Laws of Hawai'i 1957, are renamed "conservation districts" and, effective as of July 11, 1961, the boundaries of the forest and water reserve zones theretofore established pursuant to Act 234, section 2, Session Laws of Hawai'i 1957, shall constitute the boundaries of the conservation districts; provided that thereafter the power to determine the boundaries of the conservation districts shall be in the commission.*
- In establishing the boundaries of the districts in each county, the commission shall give consideration to the master plan or general plan of the county.*
- (b) *Urban districts shall include activities or uses as provided by ordinances or regulations of the county within which the urban district is situated.*
- (c) *Rural districts shall include activities or uses as characterized by low density residential lots of not more than one dwelling house per one-half acre, except as provided by county ordinance pursuant to section 46-4(c), in areas where "city-like" concentration of people, structures, streets, and urban level of services are absent, and where small farms are intermixed with low density residential lots except that within a subdivision, as defined in section 484-1, the commission for good cause may allow one lot of less than one-half acre, but not less than 18,500 square feet, or an equivalent residential density, within a rural subdivision and permit the construction of one dwelling on such lot, provided that all other dwellings in the subdivision shall have a minimum lot size of one-half acre or 21,780 square feet. Such petition for variance may be processed under the special permit procedure.*

Figure 22. State Land Use Map



*These districts may include contiguous areas which are not suited to low density residential lots or small farms by reason of topography, soils, and other related characteristics.*

- (d) *Agricultural districts shall include activities or uses as characterized by the cultivation of crops, orchards, forage, and forestry; farming activities or uses related to animal husbandry, aquaculture, and game and fish propagation; aquaculture, which means the production of aquatic plant and animal life for food and fiber within ponds and other bodies of water; wind generated energy production for public, private, and commercial use; bona fide agricultural services and uses which support the agricultural activities of the fee or leasehold owner of the property and accessory to any of the above activities, whether or not conducted on the same premises as the agricultural activities to which they are accessory, including but not limited to farm dwellings as defined in section 205-4.5(a)(4), employee housing, farm buildings, mills, storage facilities, processing facilities, vehicle and equipment storage areas, and roadside stands for the sale of products grown on the premises; wind machines and wind farms; small-scale meteorological, air quality, noise, and other scientific and environmental data collection and monitoring facilities occupying less than one-half acre of land, provided that such facilities shall not be used as or equipped for use as living quarters or dwellings; agricultural parks; and open area recreational facilities, including golf courses and golf driving ranges; provided that they are not located within agricultural district lands with soil classified by the land study bureau's detailed land classification as overall (master) productivity rating class A or B.*

*These districts may include areas which are not used for, or which are not suited to, agricultural and ancillary activities by reason of topography, soils, and other related characteristics.*

**Discussion:**

The majority of the Kalaeloa Boulevard and all of the area of Phase 1 are located in the State Urban District. These existing State Land Use designations are planned to remain unaffected based on the presence of the existing road and right-of-way providing access to these areas.

**5.1.2 Hawai'i Statewide Transportation Plan (September 2002)**

The Hawai'i Statewide Transportation Plan (HSTP) provides transportation professionals and decision makers with a framework for the planning of Hawai'i's transportation system. Integral to the development of the HSTP was an extensive public involvement and outreach effort that included a broad and diverse range of participants. The plan was a product of collaboration with the modal divisions of the SDOT and its County partners. A detailed research effort was also conducted to ensure that all technical issues associated with the plan were fully analyzed and considered, and that applicable federal and state regulations were addressed and satisfied.

The primary purposes of the HSTP are:

- To establish a framework for the development, integrated management, and operation of Hawai'i's multi-modal transportation systems, programs, and facilities.
- To provide a foundation and identify the parameters within which the search for solutions can begin.

The stated mission of the HSTP is "To provide for the safe, economic, efficient, and convenient movement of people and goods."

The goals of the HSTP are:

Goal I: Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods.

Goal II: Ensure the safety and security of the air, land, and water transportation systems.

Goal III: Protect and enhance Hawai'i's unique environment and improve the quality of life.

Goal IV: Support Hawai'i's economic vitality.

Goal V: Implement a statewide planning process that is comprehensive, cooperative, and continuing.

**Discussion:**

The proposed roadway plan does not require changing or amending the existing Statewide Transportation Plan as the proposed roadway project is compatible with and supported by the current goals and objectives of the HSTP.

**5.1.3 Coastal Zone Management Act and Chapter 205(A) (HRS)**

The Coastal Zone Management Act (CZMA), enacted in 1972, provides states with financial incentives for the development and implementation of coastal zone management practices, and limited review power over federal actions affecting the state's coastal zone. In Hawai'i, the entire state is within the coastal zone. The CZMA requires that federally assisted actions, including federally-funded state and local government projects, be consistent with Hawai'i's CZM Program (CZMP) objectives and policies. The national CZM program is administered by the Office of Ocean and Coastal Resources Management (OCRM), an office within the National Oceanic and Atmospheric Administration, under the U.S. Department of Commerce. The provisions of the CZMA are administered by the Hawai'i State Office of Planning. Administrative authority is defined by HRS, Chapter 205A.

The CZMP regulates development in geographically designated Special Management Areas (SMA). Counties regulate development proposals in SMAs through respective permit systems to ensure compliance with CZM objectives and policies and SMA guidelines set forth in Chapter 205A, Hawaii Revised Statutes (HRS). The proposed project is not located within the SMA.

**Discussion:**

The proposed roadway is under the jurisdiction of the CZMA, however, the project is not located in the SMA and no coastal resources will be impacted. Therefore no mitigation is required.

**5.2. CITY AND COUNTY OF HONOLULU**

**5.2.1 General Plan**

A review of the provisions of the City and County of Honolulu General Plan indicates that the proposed project will support and facilitate the objectives and policies of the plan for the 'Ewa region. The proposed roadway conforms to the following:

*III. Natural Environment:*

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

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

*Objective B: To preserve and enhance the natural monuments and scenic views of O‘ahu for the benefit of both residents and visitors.*

*Policy 2: Protect O‘ahu’s scenic views, especially those seen from highly developed and heavily traveled areas.*

*Policy 3: Locate roads, highways, and other public facilities and utilities in areas where they will least obstruct important views of the mountains and the sea.*

**Discussion:**

The proposed project involves the improvement of an existing transportation facility that was initially designed to serve the James Campbell Industrial Park, designed and designated to allow for the development of industrial facilities serving the region and Island of O‘ahu. No natural monuments or other special scenic views are anticipated to be affected by the proposed project.

*V. Transportation & Utilities*

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

*Policy 4: Improve transportation facilities and services in the ‘Ewa corridor and in the trans-Ko‘olau corridors to meet the needs of ‘Ewa and Windward communities.*

*Policy 5: Improve roads in existing communities to reduce congestion and eliminate unsafe conditions.*

**Discussion:**

The proposed project is specifically designed to improve an existing transportation facility located in the ‘Ewa corridor. The proposed improvements to Kalaeloa Boulevard will address Policy 4 and Policy 5 of the General Plan by the capacity of an important roadway and provide facilities that currently do not exist, namely, pedestrian facilities (sidewalks), lighting, and landscaping. The installation of curbs and gutters will further enhance the roadway by providing improved drainage along the roadway.

*VII. Physical Development and Urban Design*

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

*Policy 1: Allocate funds from the City and County’s capital-improvement program for public projects that are needed to facilitate development of the secondary urban center at Kapolei*

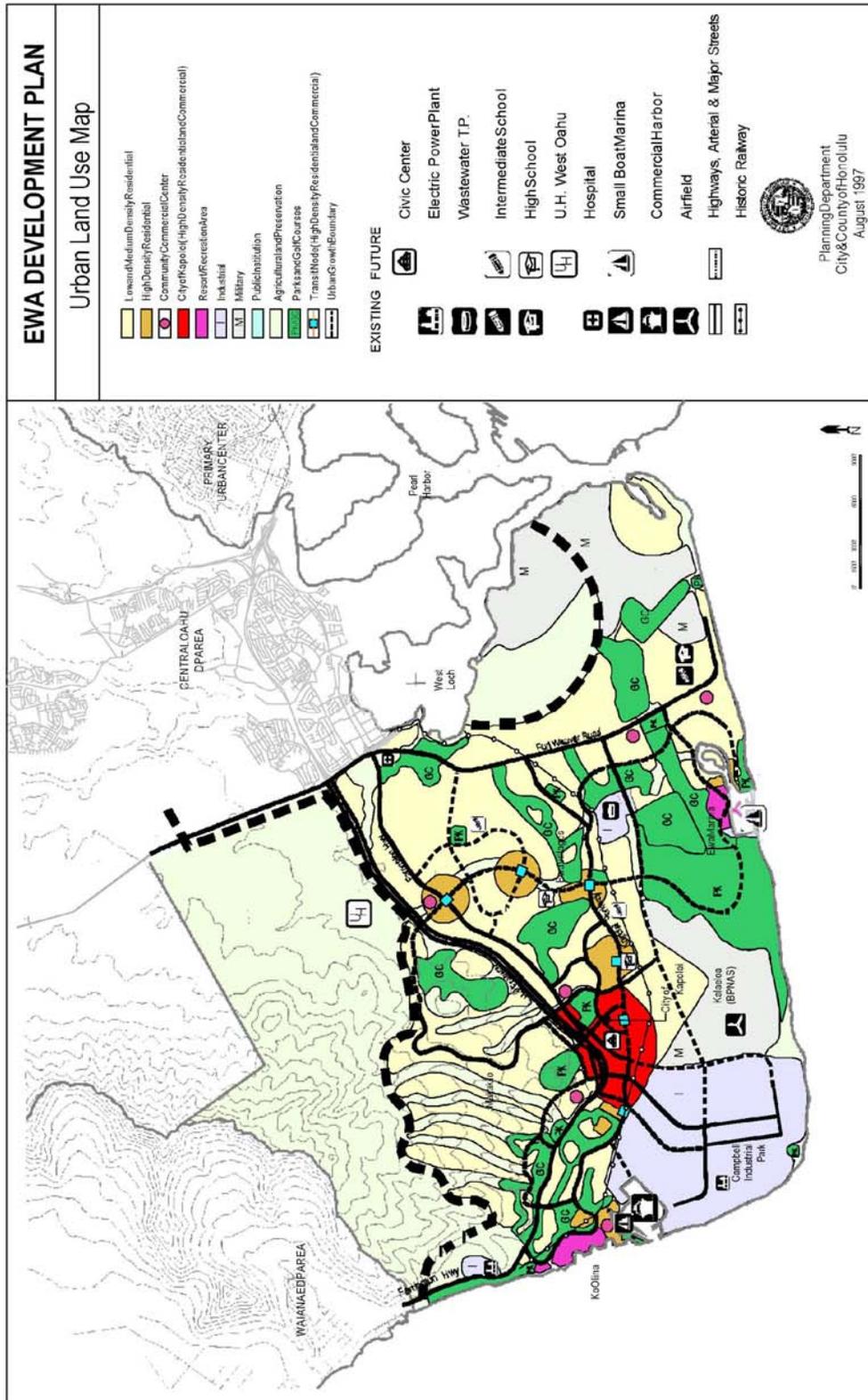
**Discussion:**

The proposed project will directly support the on-going growth and maturation of the ‘Ewa region by improving an existing transportation roadway.

**5.2.2 ‘Ewa Development Plan (October 2008)**

The recent Draft ‘Ewa Development Plan (‘Ewa DP) currently lists the Kalaeloa Boulevard improvements as a planned extension to the existing roadway network to enhance truck access between the H-1 Freeway and Campbell Industrial Park (Table 4.1). Kalaeloa Boulevard, which provides access to Campbell Industrial Park and Barbers Point Harbor via the H-1’s Palailai Interchange, is identified in the ‘Ewa DP as being important to the southern distribution of vehicles from the H-1 Freeway, which connects ‘Ewa to the Primary Urban Center. Both the ORTP and the ‘Ewa DP describes major elements of the future ‘Ewa roadway network improvements that include (see **Figure 23 ‘Ewa Development Plan (August 1997)** and **Figure 24 ‘Ewa Development Plan Public Facilities Map (Oct. 2008)**):

Figure 23. 'Ewa Development Plan (August 1997)





- Kapolei Parkway which is planned as a major east-west corridor, connecting the eastern parts of 'Ewa with the City of Kapolei and employment areas to the west.
- A new North-South Road which will link Kapolei Parkway with Farrington Highway and the H-1 Freeway and extend on mauka of the H-1 Freeway interchange to become part of Makakilo Drive.
- Improvements to existing H-1 Freeway interchanges at Palailai, Makakilo, and Kunia.
- New H-1 Freeway interchanges at Kapolei and Makaiwa Hills.
- Extension of Hanua Street parallel to Kalaeloa Boulevard to enhance truck access between the H-1 Freeway and the James Campbell Industrial Park.

According to the 2030 O'ahu Regional Transportation Plan (ORTP, April 2006)(see discussion in Section 5.2.4), the existing transportation system in 'Ewa has sufficient capacity for current traffic volumes during peak hour traffic, but experiences congested conditions because of bottlenecks and lack of capacity on the corridor from Pearl City to Downtown Honolulu. Traffic volume on the H-1 at Waikale is projected to increase by over 60% by 2030, while traffic on the H-1 by Aiea is projected to increase by 10%. The substantial development of Secondary Urban Center jobs (from 17,000 jobs in 1990 to over 64,000 jobs by 2020) is projected to increase the number of 'Ewa residents who work in the area.

While it is also projected that the number of commuters traveling to the Primary Urban Center from 'Ewa and Central O'ahu will also increase, it will be at a lower rate than would occur if development of the Secondary Urban Center was not supported.

**Discussion:**

The proposed project is identified as a planned extension of the existing roadway network in Table 4.1 of the 'Ewa DP and will contribute to the improvement of the existing regional transportation network. The 'Ewa DP states that planned development of East Kapolei is expected to increase transportation needs beyond the levels projected in the 2020 ORTP, and the expansion of Kalaeloa Boulevard is will help to enhance movement within the 'Ewa region. The present Kalaeloa Boulevard is an existing transportation facility that is in conformance with the existing Plan and the proposed Draft Plan. The planned improvements to the roadway will complement and enhance the objectives of the 'Ewa Development Plan through the maintenance and upgrade of an existing facility.

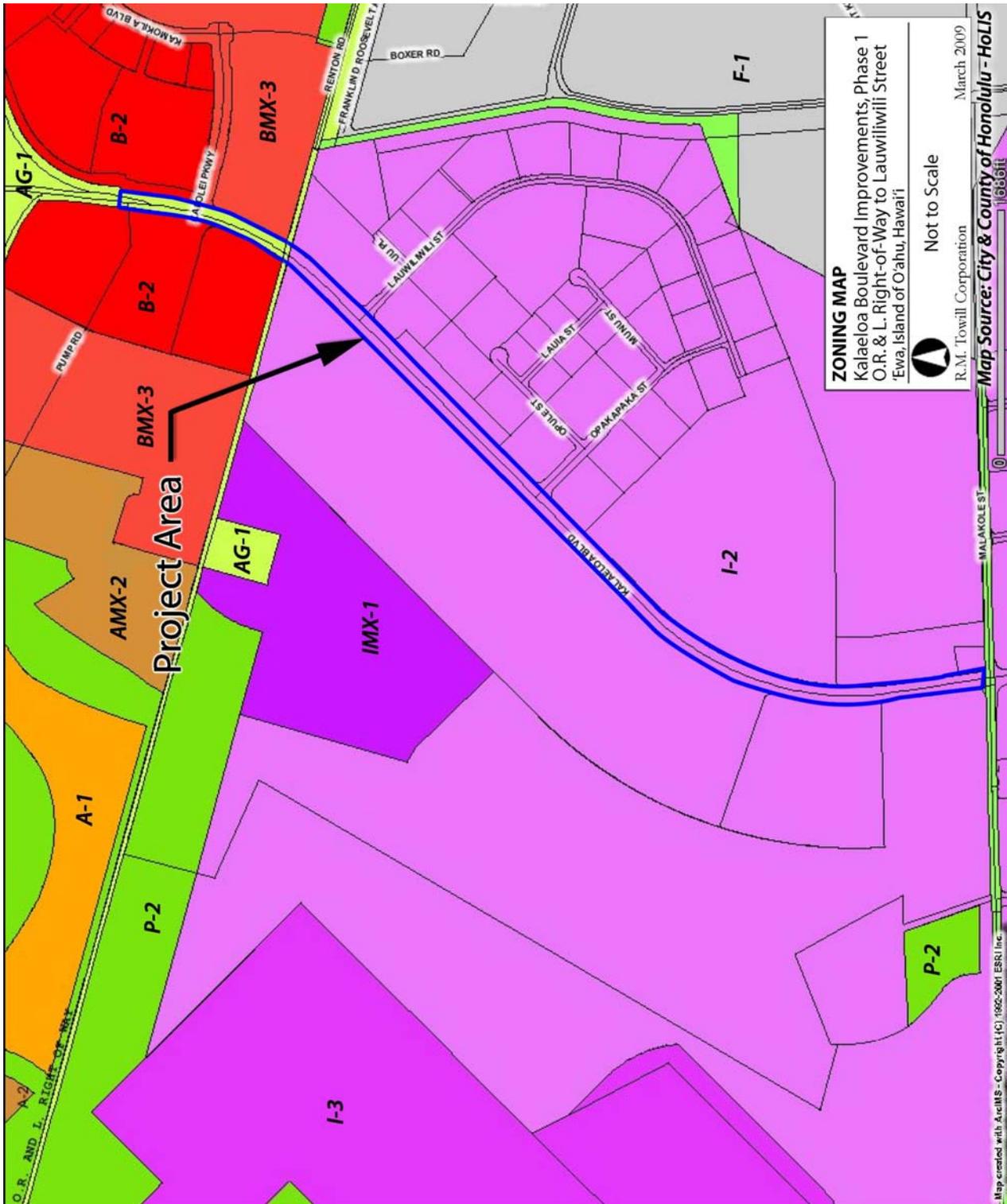
**5.2.3 'Ewa Zoning**

The majority of the Kalaeloa Boulevard and all of the area of Phase 1 are zoned I-2, Intensive Industrial. The portion of the Kalaeloa Boulevard mauka of the OR&L right-of-way is zoned Community Business District (B-2) and Business Mixed Use (BMX 3). These existing zoning designations will remain unaffected based on the presence of the existing road and right-of-way providing access to these areas. (See **Figure 25 Zoning Map**).

**Discussion:**

The proposed roadway will not require changes or zoning amendments because it is in conformance with existing zoning.

Figure 25. Zoning Map



#### **5.2.4 O‘ahu Transportation Improvement Program (TIP, Revision 10) 2008-2011**

The Policy Committee of the OMPO approved the TIP in February 2009 and modified it through Revision 10 that included this Kalaeloa improvement project. A total of \$7 million was allocated for the first phase of the project.

The TIP is a policy document for transportation planning as it addresses mobility issues and transportation needs of our community. It is a multifaceted plan that integrates planned growth patterns and reflects available financial resources over the next 4 years. It includes a vision and goals, identifies projects, and provides an implementation program for mid- and long-range investment of the available transportation funds across O‘ahu in a fair and equitable manner. Any proposed federal funded project must be included in the TIP. The proposed Kalaeloa Widening Project is included in the current TIP, Project No. C34 (Revision 10, Feb. 2009).

The TIP is updated annually to ensure that transportation decisions are based on current information and community priorities. As part of each update, future population and employment are projected and corresponding changes in travel patterns, revenue, and construction costs are forecast to validate and test past and new directions for transportation development on O‘ahu.

To meet its goals, OMPO’s island-wide transportation plan for O‘ahu is defined by three overarching goals (ORTP 2006):

1. **Transportation Services System:**  
Develop and maintain O‘ahu’s island-wide transportation system to ensure efficient, safe, convenient, and economical movement of people and goods.

The objectives guiding this goal include: increasing capacity of the system; providing an efficient and convenient transit system; providing access to all important destinations; serving all intermodal terminals; ensuring that projects are distributed equitably; ensuring that safety and security are provided; integrating the entire system; supporting economic development; and providing for system preservation.

2. **Environment and Quality of Life:**  
Develop and maintain O‘ahu’s transportation system in a manner that maintains environmental quality and community cohesiveness. The objectives associated with this goal are directed at developing a plan that satisfies noise, air, and water quality standards; encouraging energy conservation; preserving cultural integrity and natural resources; developing alternative transportation modes that are environmentally friendly, including pedestrian walkways and bicycle routes; optimizing use of transportation resources; minimizing disruption of neighborhoods; ensuring compatibility with the physical and social character of existing development; incorporating landscaping and public safety; and planning for emergencies.

3. **Land Use and Transportation Integration System Goal:**  
Develop and maintain O‘ahu’s transportation system in a manner that integrates land uses and transportation. The objectives that support this goal include reinforcing planned population distribution and land use development policies; encouraging innovation; and encouraging implementation of land use policies that support efficient use of transportation systems.

**Discussion:**

The proposed roadway will not require any changes or amendments to the TIP because it is currently in conformance with the amended Plan.

**5.3 FEDERAL**

**5.3.1 Clean Water Act (CWA)**

Section 401 of the Clean Water Act (CWA) affirms “States can review and approve, condition, or deny all Federal permits or licenses that might result in a discharge to State waters, including wetlands. States and Tribes make their decisions to deny, certify, or condition permits or licenses primarily by ensuring the activity will comply with State water quality standards.” Activities regulated by Section 401 (CWA) are currently administered by the Department of Health (DOH), Clean Water Branch (CWB).

Section 402 (CWA) regulates discharges as part of the National Pollutant Discharge Elimination System (NPDES) permit program. The DOH-CWB administers the provisions of Section 402 through its regulations under HAR, Section 11-55, Water Pollution Control. The primary purpose of Section 11-55 is to ensure that discharges of potential pollutants to state waters are properly treated prior to the discharge. The activities regulated include, but are not limited to, construction stormwater runoff, dewatering and hydrotesting discharges, and other forms of discharges and/or runoff with the potential to discharges untreated pollutants to State waters.

Section 404 (CWA) requires a permit before dredge or fill material may be discharged into waters of the U. S. including wetlands.

**Discussion:**

The proposed project does not involve nor require discharges to state waters under Section 401 (CWA). Accordingly discharges into waters of the U. S. will also not be required.

The proposed project will require construction activities on a land area of approximately 2.6 acres. This will be greater than the threshold for the filing of a NPDES Notice of Intent, Form C, Construction Stormwater Permit application for ground disturbances that exceed a land area greater than 1-acre. A NPDES Form C, Construction Stormwater Permit application will be prepared and filed for the project. The permit application will include the preparation of Construction Stormwater Best Management Practices (BMPs) in order to properly treat stormwater runoff from the project site prior to its final point of discharge.

No other forms of discharges into State or Federal waters involving regulation of Sections 401, 402, or 404 of the Clean Water Act are expected to be required.

**5.3.2 Department of Transportation Section 4(f)**

Section 4(f) of the U.S. Department of Transportation Act of 1966, codified in Federal law at 49 USC §303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public parks and recreation lands, wildlife and waterfowl refuges, and historic sites.” Section 4(f) specifies that “[t]he Secretary [of Transportation] may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or

local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- “(1) There is no prudent and feasible alternative to using that land; and
- (2) The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

Section 4(f) further requires consultation with the U.S. Department of the Interior and, as appropriate, the involved offices of the U.S. Departments of Agriculture and Housing and Urban Development in developing transportation projects and programs, which use land protected by Section 4(f).

In general, a Section 4(f) "use" occurs with a DOT-approved project or program when:

- “1) section 4(f) land is permanently incorporated into a transportation facility;*
- 2) when there is a temporary occupancy of section 4(f) land that is adverse in terms of the section 4(f) preservationist purposes as determined by specified criteria (23 CFR §771.135 [p][7]); and*
- 3) when section 4(f) land is not incorporated into the transportation project, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under section 4(f) are substantially impaired (constructive use) (23 CFR § 771.135(p)(1) and (2)).”*

**Discussion:**

The proposed project is not anticipated to adversely affect any uses identified in Section 4(f) based on the construction of improvements to an existing and developed roadway facility. However, in order to ascertain and document the requirement for 4(f) review the following agencies have been consulted:

- |                                     |                                      |
|-------------------------------------|--------------------------------------|
| Fish and Wildlife Service           | State Historic Preservation Division |
| State Division of State Parks       | Office of Hawaiian Affairs           |
| National Park Service               | Hawaiian Railway Society             |
| Makakilo-Kapolei Neighborhood Board |                                      |

Each agency was provided with a project summary, a location map, a map of the proposed roadway alignment, and a typical roadway section. Each agency was asked to respond within 30 days. Based on the analysis conducted for this project, the proposed roadway plan does not impact any Section 4(f) land and therefore no mitigation is proposed.

The record of written agency comments and the responses to comments will be provided in the Final Environmental Assessment for this project.

**5.3.3 Endangered Species Act**

The purpose of the Endangered Species Act (ESA) of 1973 is to protect and conserve ecosystems upon which endangered and threatened species are dependant, and to provide for the conservation of endangered and threatened species. The ESA is administered by the U.S. Department of Interior through the Fish and Wildlife Service and the U.S. Department of Commerce through the National Marine Fisheries Service, National Oceanic and Atmospheric Administration.

**Discussion:**

The proposed project is not anticipated to adversely affect listed federal or state threatened or endangered species. This is based on the existing heavily modified area of the proposed project that would provide ill suited habitat for the establishment or colonization of such species. However, in order to ascertain and document the requirements of Section 7 of the Endangered Species Act the following agencies have been consulted:

Fish and Wildlife Service  
Outdoor Circle

State Division of Forestry and Wildlife  
National Marine Fisheries Service

Each agency was provided with a project summary, a location map, a map of the proposed roadway alignment, and a typical roadway section. Each agency was asked to respond within 30 days. Based on the analysis conducted for this project, the proposed roadway plan does not impact any uses identified in Section 7, and therefore no mitigation is proposed.

The record of written agency comments and the responses to comments will be provided in the Final Environmental Assessment for this project.

**5.3.4 National Historic Preservation Act Section 106**

The National Historic Preservation Act (NHPA) became law in 1966, and was last amended in 2000. The NHPA requires government agencies to evaluate the impact of government funded construction projects through a process known as the Section 106 Review. The goal of the process is to identify historic properties potentially affected by the proposed project, assess its impacts and seek ways to minimize or mitigate adverse effects. The NHPA is administered by the U.S. Department of Interior, National Park Service and the Advisory Council on Historic Preservation (ACHP). At the State level, the NHPA is implemented by the State Historic Preservation Officer.

The use of Federal funds and the requirement of Federal permits for the project triggers the need for Section 106 compliance. The purpose of the NHPA Section 106 review process is to evaluate the potential for effects on existing historic sites, if any, resulting from the project.

The Section 106 review process encompasses a “good faith effort” in ascertaining the existence and location of historic properties near and within the project site, establishing an Area of Potential Effect (APE), identifying whether a potential for “adverse effects” on historic properties by the project exists, and developing a reasonable and acceptable resolution in the monitoring and treatment of any historic sites that is agreed upon by the DTS and consulted government agencies, community associations, and Native Hawaiian Organizations (NHOs). The APE for this project is within an area of approximately 150 feet offset from the road right-of-way.

“Historic properties are properties that are included in the *National Register of Historic Places* or that meet the criteria for the National Register (ACHP, 2008).” Public involvement is a key ingredient in successful Section 106 consultation, and the views of the public should be solicited and considered throughout the process.

Individuals, groups, and organizations (including NHOs) were identified as parties who may have an interest in the project and the potential effect it may have on traditional cultural practices. These parties were contacted in order to identify potentially knowledgeable individuals with cultural expertise and/or knowledge of the study area and vicinity. These parties included:

**Primary:**

Jace McQuivey, Chair, O‘ahu Island Burial Council, c/o State Historic Preservation Division

**State of Hawai‘i/Private:**

State Senator Will Espero, 20th Senate District

State Senator Mike Gabbard, 19th Senatorial District

State Representative Rida Cabanilla, 42nd Representative District

State Representative Kymberly Marcos Pine, 43rd Representative District

State Representative Sharon E. Har, 40th Representative District

Mr. Clyde W. Namu‘o, Administrator, Office of Hawaiian Affairs

Ms. Laura Thielen, Administrator, Dept. of Land and Natural Resources

Ms. Davianna McGregor, Ethnic Studies Department, University of Hawai‘i at Mānoa,

Dr. William Brown, CEO/Dr. Allen Allison, VP, Science, Bernice Pauahi Bishop Museum

**City and County of Honolulu:**

Council Chair Todd Apo, Honolulu City Council

Mr. David Tanoue, Director, Department of Planning & Permitting

Mr. Lester K.C. Chang, Director, Department of Parks and Recreation

Ms. Maeda C. Timson, Chair, Makakilo/Kapolei Neighborhood Board No. 24

**Organizations and Individuals:**

Ms. Barbara E. Dunn, Director, Hawaiian Historical Society

Ms. Leimomi Khan, President, Association of Hawaiian Civic Clubs

‘Aha Ki‘ole Advisory Committee, Leimana DaMate, Coordinator

‘Aha Ki‘ole Advisory Committee, Mr. Charles Kapua, O‘ahu Member

Ms. Kiersten Faulkner, Executive Director, Historic Hawai‘i Foundation

The Dole Cannery

Ms. Jackie Ralya, President, Kapolei Outdoor Circle

Mr. William Aila, Hui Malama I Na Kupuna O Hawai‘i Nei

Melissa Lyman, Boardmember, ‘Ahahui Siwila Hawai‘i O Kapolei, Kapolei Hawn. Civic Club

Hawaiian Railway Society

**Discussion:**

The proposed project is not anticipated to adversely affect any historic properties (other than the railroad tracks) or traditional cultural practices. Coordination to address the preservation of the OR&L railroad tracks has been initiated and mitigation will be developed with the appropriate parties.

In the event that significant historic or cultural features including human skeletal remains are found during construction, work in the area shall cease, and the State Historic Preservation Division notified.

Each consulted party was provided with a project summary, a location map, a map of the proposed roadway alignment, and a typical roadway section. Each party was asked to respond within 30 days. Based on the analysis conducted for this project, the proposed roadway plan is not anticipated to adversely affect any Section 106 resources.

The record of written agency comments and the responses to comments will be provided in the Final Environmental Assessment for this project.

### 5.3.5 Federal Coastal Zone Management Act

The Coastal Zone Management Act (CZMA), enacted in 1972, provides states with financial incentives for the development and implementation of coastal zone management practices, and limited review power over federal actions affecting the state's coastal zone. The CZMA requires federally assisted actions, including federally-funded state and local government projects, be consistent with Hawai'i's CZM Program objectives and policies. The national CZM program is administered by the Office of Ocean and Coastal Resources Management (OCRM), an office within the National Oceanic and Atmospheric Administration, under the U.S. Department of Commerce. Provision of the CZMA is administered by the Hawai'i State Office of Planning. Administrative authority is defined by HRS, Chapter 205A.

#### **Discussion:**

The proposed roadway is under the jurisdiction of the CZMA, however, no coastal resources will be impacted and, therefore no mitigation is required.

### 5.3.6 Section 6 Land and Water Conservation Fund (LWCF) Consultation

Section 6(f)(3) of the LWCF Act (36 CRF 59.3) is the cornerstone of Federal compliance efforts to ensure that the Federal investments in LWCF assistance are being maintained in public outdoor recreation use. This section of the Act assures that once an area has been funded with LWCF assistance, it is continually maintained in public recreation use unless National Park Service approves substitution property of reasonably equivalent usefulness and location and of at least equal fair market value (NPS, 2008). The NPS established the following criteria for the conversion of public outdoor space funded by LWCF:

*Requests from the project sponsor for permission to convert LWCF assisted properties in whole or in part to other than public outdoor recreation uses must be submitted by the State Liaison Officer to the appropriate NPS Regional Director in writing. NPS will consider conversion requests if the following prerequisites have been met: (NPS, 2008)*

- (1) All practical alternatives to the proposed conversion have been evaluated.*
- (2) The fair market value of the property to be converted has been established and the property proposed for substitution is of at least equal fair market value as established by an approved appraisal (prepared in accordance with uniform Federal appraisal standards) excluding the value of structures or facilities that will not serve a recreation purpose.*
- (3) The property proposed for replacement is of reasonably equivalent usefulness and location as that being converted. Dependent upon the situation and at the discretion of the Regional Director, the replacement property need not provide identical recreation experiences or be located at the same site, provided it is in a reasonably equivalent location. Generally, the replacement property should be administered by the same political jurisdiction as the converted property. NPS will consider State requests to change the project sponsor when it is determined that a different political jurisdiction can better carry out the objectives of the original project agreement.*

*Equivalent usefulness and location will be determined based on the following criteria:*

- (i) Property to be converted must be evaluated in order to determine what recreation needs are being fulfilled by the facilities which exist and the types of outdoor recreation resources and opportunities available. The*

*property being proposed for substitution must then be evaluated in a similar manner to determine if it will meet recreation needs which are at least like in magnitude and impact to the user community as the converted site (NPS, 2008).“*

*This criterion is applicable in the consideration of all conversion requests with the exception of those where wetlands are proposed as replacement property. (NPS, 2008).*

#### **Discussion:**

In order to ascertain if land that fall within the objectives of Section 6 of the Land and Water Conservation Fund are impacted, the following agencies were consulted: State Division of State Parks, Department of Parks and Recreation, and the National Park Service. Each agency was provided with a project summary, a location map, a map of the proposed roadway alignment, the typical roadway section. None of the agencies consulted responded to inquiries. The proposed roadway was determined not to impact resources funded by the LWCF, and therefore no mitigation is required.

### **5.3.7 Environmental Justice**

In 1994, President Clinton signed Executive Order 12898 to demonstrate “fair treatment” meaning that “no groups of people, including racial, ethnic or socioeconomic groups, should bear a disproportionate share of negative environmental consequences from industrial, municipal, and commercial operations, or the execution of federal, state, local, and tribal programs and policies.”

The Executive Order further directed efforts to prevent environmental racism under Title VI of the 1964 Civil Rights Act. Title VI prohibits discrimination on the basis of race, color or national origin. It also prohibits recipients of federal funds, including federal and state agencies, from discriminatory actions.

FHWA defines Environmental Justice (EJ) persons as anyone belonging to any of the following groups:

- **Black** - a person having origins in any of the black racial groups of Africa.
- **Hispanic** - a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- **Asian** - a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.
- **American Indian and Alaskan Native** - a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.
- **Native Hawaiian or Other Pacific Islander** - a person having origins in any of the original peoples of Hawai'i, Guam, Samoa, or other Pacific Islands.
- **Low-Income** - a person whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines.

There are three fundamental environmental justice principles:

- (1) To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low -income populations.

- (2) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- (3) To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To satisfy Title VI and EJ requirements, a project must illustrate that concern for environmental justice is integrated into every transportation decision, from the first thought about a transportation plan to the post-construction operations and maintenance. Every effort was made to ensure that a full and fair opportunity was made available to all members of all communities to participate in the development of the plan. In particular, the public outreach program was designed to ensure that this was accomplished.

**Discussion:**

The proposed roadway plan does not impact any EJ or Title VI population as discussed in Section 3.10.2. The proposed roadway will not require any relocation or dislocation of residences or businesses, and therefore no mitigation is anticipated to be required.

## **SECTION 6**

### **AGENCIES, ORGANIZATIONS AND INDIVIDUALS CONSULTED**

The following agencies, organization and individuals were consulted, or will be provided a copy of the Draft EA to comment on.

#### **6.1 FEDERAL AGENCIES**

U.S. Army Corps of Engineers  
U.S. Fish and Wildlife Service  
National Marine Fisheries Service  
Federal Highway Administration

#### **6.2 STATE AGENCIES**

Department of Land and Natural Resources  
Department of Business and Economic Development and Tourism  
Department of Transportation  
Department of Health  
Office of Planning  
Office of Hawaiian Affairs

#### **6.3 CITY AND COUNTY OF HONOLULU**

Department of Transportation Services  
Department of Planning and Permitting  
Board of Water Supply  
Honolulu Police Department  
Honolulu Fire Department  
Department of Facility Management  
Department of Parks and Recreation  
Department of Design and Construction  
Kapolei-Makakilo Neighborhood Board  
Department of Environmental Services

#### **6.4 ORGANIZATIONS AND INDIVIDUALS**

Hawaiian Telcom  
James Campbell Company  
Pacific LightNet, Inc.  
Oceanic-Time Warner Cable  
Hawaiian Electric Company  
Councilman Todd Apo  
Hawaiian Railway Society  
Chevron  
Tesoro  
The Gas Company

## **SECTION 7 SUMMARY OF IMPACTS AND SIGNIFICANCE DETERMINATION**

### **7.1 SHORT TERM IMPACTS**

Short-term impacts will be limited to construction impacts that include: release of fugitive dust, potential for increased run-off during severe storm events, increased noise, and traffic congestion. Mitigative measures as provided by this document will be employed to minimize, mitigate, or otherwise eliminate the potential for such adverse effects.

### **7.2 LONG TERM IMPACTS**

Long-term cumulative and secondary impacts anticipated are both beneficial and adverse. Beneficial impacts are related to:

- Increased capacity along the Kalaeloa Boulevard corridor.
- Signalized intersection to increased accessibility from the adjoining streets.
- Improved facilities at the railroad crossing.
- Improved facilities for pedestrian and bicyclist access.

Long-term or cumulative adverse impacts are related to the conversion of land for the roadway and for the required land acquisition from private landowners thus reducing their ability to use the land for other purposes. The proposed action, however, will not result in the displacement of businesses or residents. Changes to the landscape will impact the current views of the area. This change however, is anticipated to be minimal involving the modest increase from a 4 to a 6-lane roadway. A minor reduction of views of open undeveloped land (west of the roadway) to the new 6-lane roadway will result as a consequence of improving the long-term accessibility and safety of the Kalaeloa Boulevard.

### **7.3 SIGNIFICANCE CRITERIA**

HAR, Chapter 11-200, of the State Department of Health establishes criteria for determining whether an action may have a significant impact on the environment. The rules provide for the applicability of “significance criteria” to make this determination. The relationship of the proposed land use to the thirteen criteria is discussed below.

**1. Involves an irrevocable commitment to loss or destruction of any natural or cultural resource.**

The project area site was modified when the lands were cultivated for sugarcane production. Subsequently, some areas were modified and cleared for development and the construction of access roadways. The proposed project, however, will not involve adverse effects or destruction of significant natural or cultural resources.

**2. Curtails the range of beneficial uses of the environment.**

The proposed roadway will curtail other uses along the shoulder of the Kalaeloa Boulevard. These proposed changes, however, are consistent with the ‘Ewa Development Plan and the

Kapolei Master Plan; land use guidance documents that are intended to serve the long-range development of land uses in the region for the surrounding communities.

**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 'Ewa Development Plan, the Kapolei Master Plan, and the provisions of Chapter 343, HRS, through the preparation of this environmental disclosure document. As required, potential adverse effect have been addressed through the application of mitigation measures.

**4. Substantially affects the economic welfare, social welfare, and cultural practices of the community or State.**

The proposed project will benefit the community through the provision of improved access between the City of Kapolei, Kalaeloa Harbor and Interstate Route H-1, and the rest of O'ahu. During construction, the roadway project will provide employment for the construction contractor and employees. It is not anticipated that the proposed project will adversely impact any contemporary or traditional cultural practices in the area.

**5. Substantially affects public health.**

There are no adverse public health concerns related to the proposed roadway development. Construction impacts will be mitigated through the application of the mitigation measures as provided in this document and by the contractor in accordance with applicable laws and regulations.

**6. Involves substantial secondary impacts, such as population changes or effects on public facilities.**

The proposed project will not involve substantial secondary impacts in the form of population changes or effects on public facilities. The roadway project will entail the conversion of a limited area of open space into roadway use in accordance with approved governmental and community plans. The roadway will, however, have the effect of providing access to adjoining lands where development has been proposed. The details of future development adjoining the roadway was not available at the time of preparation of this document. However, the potential for future effects attributed to new development will be addressed by adjoining landowners and developers subject to the provision of HRS, Chapter 343, and other laws and regulations as applicable.

**7. Involves a substantial degradation of environmental quality.**

The proposed project does not constitute substantial degradation of environmental quality. Disclosure of the potential for adverse environmental effects is provided in this document and where applicable appropriate mitigative measures are proposed to reduce, minimize, or otherwise ameliorate the potential for negative effects.

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

The proposed roadway project involves a commitment for the future improvement of the Kalaeloa Boulevard by a private party. However, the assessment as provided in this document has evaluated the potential for adverse effects as a consequence of the future construction of improvements to the Kalaeloa Boulevard. The proposed project is not

anticipated to result in significant adverse effects upon the environment. The limited segment of the Kalaeloa Boulevard that will be improved, however, will provide for the longer term effect of enhancing access to adjoining lands where development has been proposed in accordance with the long range development plans for the region.

**9. Substantially affects a rare, threatened, or endangered species, or its habitat.**

The project area has been previously disturbed as a result of past agricultural activities and current development. Studies conducted for this project did not identify rare, threatened or endangered species or habitats for rare, endangered or threatened species within the study area.

**10. Detrimentially affects air or water quality or ambient noise levels.**

The proposed roadway project will not detrimentally affect air or water quality or ambient noise levels. This proposed project will be limited in scope and upon completion it is expected that pre-existing conditions will largely return to normal.

**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 area is not located near and adjacent to any environmentally sensitive area such as a flood plain, estuary, fresh-water, tsunami zone, or erosion-prone area, and therefore long-term “damage” is not anticipated. During construction, care will be taken to minimize stormwater runoff.

**12. Substantially affects scenic vistas and view planes identified in county or state plans or studies.**

The roadway project is in a location that can be seen from Interstate Route H-1 and cannot be fully obscured. Landscaping in the form of street trees will be utilized to soften the visual appearance of the roadway.

**13. Requires substantial energy consumption.**

The proposed roadway improvements will require the consumption of energy in the form of petroleum products to fuel the equipment required for the construction of the roadway. Following its completion, additional energy will be required for roadway lighting. This utilization of energy is not considered as significant or substantial given the nature of the construction for a roadway.

## **SECTION 8 FINDINGS**

In accordance with the provisions set forth in Chapter 343, HRS, and the significance criteria in Section 11-200-12 of HAR, Title 11, Chapter 200, it is anticipated that the proposed roadway development will have no significant adverse impacts to air quality, water quality, noise levels, social welfare, population, historic sites, or wildlife habitat.

Long-term cumulative and potential secondary impacts anticipated are both beneficial and adverse. Beneficial impacts are related to:

- Increased capacity along Kalaeloa Boulevard will facilitate the movement of goods and people in this important roadway corridor.
- Increased accessibility for pedestrians and bicyclists along Kalaeloa Boulevard.
- Increased accessibility between Kalaeloa Harbor, Kapolei and Interstate Route H-1.
- Alternative access route to access the City of Kapolei.
- Long-term impacts are also related to the increased traffic along the roadway.

Adverse impacts are also related to the required land acquisition from private landowners thus reducing their ability to use the land for other purposes. The proposed action, however, will not result in the displacement of businesses or residents as the improvement are confined to the existing right-of-way that is open to the public although it is privately owned. Changes to the landscape will impact the current views of the area. The change will be from a view of a 4-lane roadway to a 6-lane roadway.

Short-term impacts will be limited to construction impacts that include: release of fugitive dust, potential for increased run-off during severe storm events, increased noise, and traffic congestion.

Overall, the long-term benefits of the proposed project are believed to outweigh the potential for adverse impacts as these adverse impacts can be mitigated. Therefore, the determination is that an environmental impact statement (EIS) will not be required, and that a Finding of No Significant Impact (FONSI) will be issued for this project.

## **SECTION 9 REFERENCES**

- Bruner, Philip L., Avifaunal and Feral Mammal Survey for Kapolei Harborside Center, 1989.
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- Final Environmental Assessment for North-South Road, Sept. 2004.
- Final Environmental Assessment, Kamokila Boulevard Extension, July 2006; Kapolei, 'Ewa District, O'ahu; Kimura International.
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- O'ahu Metropolitan Planning Organization, Transportation Improvement Program, Feb. 2009.
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- Soil Survey of Island of Kaua'i, O'ahu, Maui, Moloka'i, and Lana'i, State of Hawai'i, U.S. Department of Agriculture, Soil Conservation Service, August 1972.
- State of Hawai'i, Department of Planning and Economic Development, State Data Book. 2008
- Traffic Impact Assessment, Julian Ng, 2004.
- University of Hawai'i, Department of Geography, Atlas of Hawai'i University Press, 3rd Edition, 1998.

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**Appendix A**

DEA Comment Letters and Responses

ALMA LINGKE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

ALMA LINGKE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

ALMA LINGKE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809



ALMA LINGKE  
GOVERNOR OF HAWAII

May 1, 2009

Department of Transportation Services  
City & County of Honolulu  
650 South King Street 3rd Floor  
Honolulu, Hawaii 96813

Attention: Mr. Michael Oshiro

Ladies and Gentlemen:

Subject: Kalaheo Boulevard Improvements

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR), Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comment.

Other than the comments from Engineering Division, Division of Aquatic Resources, Land Division-Oahu District, Division of Forestry & Wildlife, the Department of Land and Natural Resources has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Sincerely,

*Morris M. Atta*  
Morris M. Atta  
Administrator

Cc: Historic Preservation  
RM Towill Corporation

May 18, 2009

Department of Transportation Services  
650 South King Street 3rd Floor  
Honolulu, Hawaii 96813

Attention: Mr. Michael Oshiro

Ladies and Gentlemen:

Subject: Draft Environmental Assessment for Kalaheo Boulevard Improvements

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR), Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comment.

Other than the comments from Land Division-Oahu District, Engineering Division, the Department of Land and Natural Resources has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Sincerely,

*Morris M. Atta*  
Morris M. Atta  
Administrator

Cc: OFQC  
RM Towill Corporation



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

April 16, 2009



MEMORANDUM

- From: DLNR*
- DLNR Agencies:**
- Div. of Aquatic Resources
  - Div. of Boating & Ocean Recreation
  - Engineering Division
  - Div. of Forestry & Wildlife
  - Div. of State Parks
  - Commission on Water Resource Management
  - Office of Conservation & Coastal Lands
  - Land Division - Oahu District

*To: Morris M. Atta*

**SUBJECT:** Kalaeloa Boulevard Improvements  
**LOCATION:** Kapolei, Oahu  
**APPLICANT:** City & County of Honolulu, Dept of Transportation Services

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by May 1, 2009.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: *Laura H. Thierer*  
 Date: 4/17/09



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

April 27, 2009

MEMORANDUM

- From: DLNR*
- DLNR Agencies:**
- Div. of Aquatic Resources
  - Div. of Boating & Ocean Recreation
  - Engineering Division
  - Div. of Forestry & Wildlife
  - Div. of State Parks
  - Commission on Water Resource Management
  - Office of Conservation & Coastal Lands
  - Land Division - Oahu District

*To: Morris M. Atta*

**SUBJECT:** Draft environmental assessment for Kalaeloa Boulevard Improvements  
**LOCATION:** Kapolei, Oahu, TMK: (1) 9-1-15:various  
**APPLICANT:** RM Towill Corporation on behalf of the Department of Transportation Services

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by May 15, 2009.

Only 1 copy of the draft environmental assessment available in Room 220.  
If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: *Laura H. Thierer*  
 Date: 4/27/09

LAUREL LENCLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION  
POST OFFICE BOX 611  
HONOLULU, HAWAII 96809

LAUREL LENCLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION  
POST OFFICE BOX 611  
HONOLULU, HAWAII 96809

LAUREL LENCLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809



LAUREL LENCLE  
GOVERNOR OF HAWAII

May 1, 2009

May 6 7 31 AM '09

May 18, 2009

Department of Transportation Services  
City & County of Honolulu  
650 South King Street 3rd Floor  
Honolulu, Hawaii 96813

Department of Transportation Services  
650 South King Street 3rd Floor  
Honolulu, Hawaii 96813

Attention: Mr. Michael Oshiro

Attention: Mr. Michael Oshiro

Ladies and Gentlemen:

Ladies and Gentlemen:

Subject: Kalaeloa Boulevard Improvements

Subject: Draft Environmental Assessment for Kalaeloa Boulevard Improvements

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR), Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comment.

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Other than the comments from Engineering Division, Division of Aquatic Resources, Land Division-Oahu District, Division of Forestry & Wildlife, the Department of Land and Natural Resources has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Other than the comments from Land Division-Oahu District, Engineering Division, the Department of Land and Natural Resources has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Sincerely,

Sincerely,

*Charlene E. Lindor*  
for  
Morris M. Atta  
Administrator

*Morris M. Atta*  
Morris M. Atta  
Administrator

Cc: Historic Preservation  
RM Towill Corporation

Cc: OEQC  
RM Towill Corporation



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

April 16, 2009

MEMORANDUM

- From: [Handwritten]*
- DLNR Agencies:**
- Div. of Aquatic Resources
  - Div. of Boating & Ocean Recreation
  - Engineering Division
  - Div. of Forestry & Wildlife
  - Div. of State Parks
  - Commission on Water Resource Management
  - Office of Conservation & Coastal Lands
  - Land Division - Oahu District

*To: [Handwritten]*

**FROM:** Morris M. Atia  
**SUBJECT:** Kalaeloa Boulevard Improvements  
**LOCATION:** Kapolei, Oahu  
**APPLICANT:** City & County of Honolulu, Dept of Transportation Services

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by May 1, 2009.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: *[Signature]*  
Date: 4/17/09



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

April 27, 2009

MEMORANDUM

- From: [Handwritten]*
- DLNR Agencies:**
- Div. of Aquatic Resources
  - Div. of Boating & Ocean Recreation
  - Engineering Division
  - Div. of Forestry & Wildlife
  - Div. of State Parks
  - Commission on Water Resource Management
  - Office of Conservation & Coastal Lands
  - Land Division - Oahu District

*To: [Handwritten]*

**FROM:** Morris M. Atia  
**SUBJECT:** Draft environmental assessment for Kalaeloa Boulevard Improvements  
**LOCATION:** Kapolei, Oahu, TMK: (1) 9-1-15 various  
**APPLICANT:** RM Towill Corporation on behalf of the Department of Transportation Services

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by May 15, 2009.

Only 1 copy of the draft environmental assessment available in Room 220.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: *[Signature]*  
Date: 4/27/09



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HONOLULU, HAWAII 96809



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DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

MEMORANDUM

TO:

- DLNR Agencies:
- Div. of Aquatic Resources
  - Div. of Boating & Ocean Recreation
  - Engineering Division
  - Div. of Forestry & Wildlife
  - Div. of State Parks
  - Commission on Water Resource Management
  - Office of Conservation & Coastal Lands
  - Land Division - Oahu District

FROM: Morris M. Atta  
 SUBJECT: Kalaeloa Boulevard Improvements  
 LOCATION: Kapolei, Oahu  
 APPLICANT: City & County of Honolulu, Dept of Transportation Services

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by May 1, 2009.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: *Paul J. Conry*  
 Date: *4/23/09*  
**PAUL J. CONRY, ADMINISTRATOR**  
**DIVISION OF FORESTRY AND WILDLIFE**

APR 20 2009

MEMORANDUM

TO:

- DLNR Agencies:
- Div. of Aquatic Resources
  - Div. of Boating & Ocean Recreation
  - Engineering Division
  - Div. of Forestry & Wildlife
  - Div. of State Parks
  - Commission on Water Resource Management
  - Office of Conservation & Coastal Lands
  - Land Division - Oahu District

FROM: *Morris M. Atta*  
 SUBJECT: Kalaeloa Boulevard Improvements  
 LOCATION: Kapolei, Oahu  
 APPLICANT: City & County of Honolulu, Dept of Transportation Services

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by May 1, 2009.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: *Paul J. Conry*  
 Date: *4/23/09*



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION  
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HONOLULU, HAWAII 96809

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OFFICE OF LAND AND NATURAL RESOURCES  
STATE OF HAWAII

April 27, 2009

MEMORANDUM

- TO: DLNR Agencies:
- Div. of Aquatic Resources
  - Div. of Boating & Ocean Recreation
  - Engineering Division
  - Div. of Forestry & Wildlife
  - Div. of State Parks
  - Commission on Water Resource Management
  - Office of Conservation & Coastal Lands
  - Land Division - Oahu District

FROM: Morris M. Atua *M. Atua*

SUBJECT: Draft environmental assessment for Kalaeloa Boulevard Improvements

LOCATION: Kapolei, Oahu, TMK: (1) 9-1-15; various

APPLICANT: RM Towill Corporation on behalf of the Department of Transportation Services

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by May 15, 2009.

Only 1 copy of the draft environmental assessment available in Room 220.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

( ) We have no objections.  
 ( ) We have no comments.  
 (x) Comments are attached.

Signed: *Eric T. Hirano*  
 Date: 5/15/09

DEPARTMENT OF LAND AND NATURAL RESOURCES  
ENGINEERING DIVISION

LD/MorrisAtua  
 Ref: Kalaeloa Blvd Improvements  
 Oahu 674

COMMENTS

- ( ) We confirm that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Flood Zone \_\_\_\_\_.
- (x) Please take note that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Flood Zone D. The Flood Insurance Program does not have any regulations for developments within Flood Zone D.
- ( ) Please note that the correct Flood Zone Designation for the project site according to the Flood Insurance Rate Map (FIRM) is \_\_\_\_\_.
- ( ) Please note that the project must comply with the rules and regulations of the National Flood Insurance Program (NFIP) presented in Title 44 of the Code of Federal Regulations (44CFR), whenever development within a Special Flood Hazard Area is undertaken. If there are any questions, please contact the State NFIP Coordinator, Ms. Carol Tyau-Beam, of the Department of Land and Natural Resources, Engineering Division at (808) 587-0267.
- ( ) Please be advised that 44CFR indicates the minimum standards set forth by the NFIP. Your Community's local flood ordinance may prove to be more restrictive and thus take precedence over the minimum NFIP standards. If there are questions regarding the local flood ordinances, please contact the applicable County NFIP Coordinators below:
  - ( ) Mr. Robert Sumitomo at (808) 768-8097 or Mr. Mario Siu Li at (808) 768-8098 of the City and County of Honolulu, Department of Planning and Permitting.
  - ( ) Mr. Kelly Gomez at (808) 961-8327 (Hilo) or Mr. Kiran Emiler at (808) 327-3530 (Kona) of the County of Hawaii, Department of Public Works.
  - ( ) Mr. Francis Cerzao at (808) 270-7771 of the County of Maui, Department of Planning.
  - ( ) Mr. Mario Antonio at (808) 241-6620 of the County of Kauai, Department of Public Works.
- ( ) The applicant should include water demands and infrastructure required to meet project needs. Please note that projects within State lands requiring water service from the Honolulu Board of Water Supply system will be required to pay a resource development charge, in addition to Water Facilities Charges for transmission and daily storage.
- ( ) The applicant should provide the water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update.
- ( ) Additional Comments: \_\_\_\_\_
- ( ) Other: \_\_\_\_\_

Should you have any questions, please call Ma. Suzie S. Agranon of the Planning Branch at 587-0258.

Signed: *Eric T. Hirano*  
 ERIC T. HIRANO, CHIEF ENGINEER  
 Date: 4/29/09

LATUA H. TIMBLEY  
 BOARD OF LAND AND NATURAL RESOURCES  
 CHIEF OF WATER RESOURCES MANAGEMENT



RECEIVED  
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 STATE OF HAWAII  
 DEPARTMENT OF LAND AND NATURAL RESOURCES  
 LAND DIVISION, WATER AND  
 POST OFFICE BOX 2111, WASHINGTON ST., HONOLULU, HAWAII 96808

DEPARTMENT OF LAND AND NATURAL RESOURCES  
 ENGINEERING DIVISION

LD/Morris/Alta  
 Ref: DEAKalaloa Blvd Improvements  
 Oahu-679

COMMENTS

- (X) We confirm that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Zone D. The National Flood Insurance Program does not have any regulations for developments within Zone D.
- ( ) Please take note that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Zone \_\_\_\_\_.
- ( ) Please note that the correct Flood Zone Designation for the project site according to the Flood Insurance Rate Map (FIRM) is Zone D. The National Flood Insurance Program does not have any regulations for development within Zone D.
- ( ) Please note that the project must comply with the rules and regulations of the National Flood Insurance Program (NFIP) presented in Title 44 of the Code of Federal Regulations (44CFR), whenever development within a Special Flood Hazard Area is undertaken. If there are any questions, please contact the State NFIP Coordinator, Ms. Carol Tye-Beam, of the Department of Land and Natural Resources, Engineering Division at (808) 587-0267.

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- ( ) Mr. Kelly Gonsar at (808) 591-8327 (Hilo) or Mr. Kiran Emiler at (808) 327-3530 (Kona) of the County of Hawaii, Department of Public Works.
- ( ) Mr. Francis Cerzaso at (808) 270-7771 of the County of Maui, Department of Planning.
- ( ) Mr. Mirto Antonio at (808) 241-6520 of the County of Kauai, Department of Public Works.

- ( ) The applicant should include water demands and infrastructure required to meet project needs. Please note that projects within State lands requiring water services from the Honolulu Board of Water Supply system will be required to pay resource development charge, in addition to Water Facilities Charges for transmission and utility storage.
- ( ) The applicant should provide the water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update.

Additional Comments: \_\_\_\_\_  
 Other: \_\_\_\_\_

Should you have any questions, please call Ms. Suzie S. Agram of the Planning Branch at 587-0258.

Signed: Eric T. Hirano  
 ERIC T. HIRANO, CHIEF ENGINEER  
 Date: 5/15/09

MEMORANDUM

TO: DLNR Agencies:

- Div. of Aquatic Resources
- Div. of Boating & Ocean Recreation
- Engineering Division
- Div. of Forestry & Wildlife
- Div. of State Parks
- Commission on Water Resource Management
- Office of Conservation & Coastal Lands
- Land Division -Oahu District

FROM: Morris M. Alta  
 SUBJECT: Kalaeloa Boulevard Improvements  
 LOCATION: Kapolei, Oahu  
 APPLICANT: City & County of Honolulu, Dept of Transportation Services

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by May 1, 2009.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- ( ) We have no objections.
- (X) We have no comments.
- ( ) Comments are attached.

Signed: [Signature]  
 Date: 4/30/09

AQUATIC RESOURCES	2237
DIRECTOR	
COMM. FISH	
AD RESERV	
AD REG	
PLANNING	
STAFF SVCS	
RECORDS	
STATISTICS	
AFRC/FBD AID	
EDUCATION	
SECRETARY	
OFFICE SVCS	
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DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

850 SOUTH KING STREET, 3RD FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-3305 • Fax: (808) 768-4790 • Internet: www.honolulu.gov



MUFI HANNEMANN  
MAYOR

WAYNE Y. YOSHIOKA  
DIRECTOR

SHARON ANN THOM  
DEPUTY DIRECTOR

TP5/09-306719R

June 5, 2009

Mr. Morris M. Atta, Administrator  
State of Hawaii  
Department of Land and Natural Resources  
Land Division  
P.O. Box 621  
Honolulu, Hawaii 96809

Dear Mr. Atta:

Subject: Draft Environmental Assessment (DEA)  
Kalaheoa Boulevard Improvements

Thank you for your letters dated May 1 and 18, 2009, concerning the subject Draft Environmental Assessment. We offer the following in response to the comments received from the various divisions of the Department of Land and Natural Resources (the comments received have been *italicized* for reference):

1. Division of Aquatic Resources  
We acknowledge the Division of Aquatic Resources has no comments regarding this project.
2. Engineering Division

*Please take note that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Flood Zone D. The Flood Insurance Program does not have any regulations for developments within Flood Zone D.*

We acknowledge your confirmation that the proposed project is located within Flood Zone D, and that the Flood Insurance Program does not have any regulations in this zone.

Mr. Morris M. Atta, Administrator  
Page 2  
June 5, 2009

3. Division of Forestry & Wildlife

We acknowledge the Division of Forestry & Wildlife has no objections to the proposed project.

4. Land Division — Oahu District

We acknowledge the Land Division, Oahu District, has no comments regarding this project.

5. Land Division

We acknowledge the Land Division has no additional comments regarding this project.

We appreciate your review of the subject document. Any further written comments may be directed to Mr. Michael Oshiro of our department.

Very truly yours,

WAYNE Y. YOSHIOKA  
Director

cc: R.M. Towill Corporation

mb (M. Oshiro)

POLICE DEPARTMENT  
CITY AND COUNTY OF HONOLULU  
801 SOUTH BERETANIA STREET - HONOLULU, HAWAII 96813  
TELEPHONE: (808) 528-3111 • INTERNET: www.honolulu.gov



MUFI HANHEIMANN  
MAYOR

OUR REFERENCE BS-VYH

April 29, 2009

Mr. Michael Oshiro  
Department of Transportation Services  
650 South King Street, 3<sup>rd</sup> Floor  
Honolulu, Hawaii 96813

Dear Mr. Oshiro:

This is in response to a letter from R. M. Towill Corporation, requesting comments on a Draft Environmental Assessment for the Kalaeloa Boulevard Improvements.

This project should have no significant impact on the facilities or operations of the Honolulu Police Department.

If there are any questions, please call Major Michael Moses of District 8 at 692-4253 or Mr. Brandon Stone of the Executive Bureau at 529-3644.

Sincerely,

BOISSE P. CORREA  
Chief of Police

By   
DEBORA A. TANDAL  
Assistant Chief of Police  
Support Services Bureau

cc: Ms. Katherine Kealoaha, OECC  
Mr. Brian Takeda, R. M. Towill Corporation

*Serving and Protecting With Aloha*

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU  
850 SOUTH KING STREET, 300 FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-8305 • Fax: (808) 768-1730 • Internet: www.honolulu.gov



MUFI HANHEIMANN  
MAYOR

BOISSE P. CORREA  
CHIEF  
PAUL D. PUTZLUB  
PAUL A. GODFREY  
DEPUTY CHIEF

WAYNE Y. YOSHIOKA  
DIRECTOR  
SHARON ANI THOM  
DEPUTY DIRECTOR

May 22, 2009

TP5/09-306719R

MEMORANDUM

TO: BOISSE P. CORREA, CHIEF OF POLICE  
HONOLULU POLICE DEPARTMENT

FROM: WAYNE Y. YOSHIOKA, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA)  
KALAELOA BOULEVARD IMPROVEMENTS

Thank you for your letter dated April 29, 2009, concerning the subject project. We acknowledge that the proposed project should have no significant impact on the facilities or operations of the Honolulu Police Department.

We appreciate your review of the subject document. Any further written comments may be directed to Mr. Michael Oshiro of our department.

  
WAYNE Y. YOSHIOKA  
Director

cc: R.M. Towill Corporation

DEPARTMENT OF PARKS AND RECREATION  
**CITY AND COUNTY OF HONOLULU**  
KAPOLI HALE • 1000 ULUOHIA STREET, SUITE 309 • KAPOLEI, HAWAII 96707  
TELEPHONE: (808) 768-3005 • FAX: (808) 768-7022 • INTERNET: www.honolulu.gov



MUJI HANNEMANN  
MAYOR

LESTER K.C. CHANG  
DIRECTOR  
GAIL Y. HARAGUCHI  
DEPUTY DIRECTOR

May 1, 2009

TO: WAYNE Y. YOSHIOKA, DIRECTOR  
DEPARTMENT OF TRANSPORTATION SERVICES

FROM: LESTER K. C. CHANG, DIRECTOR

SUBJECT: KALAELOA BOULEVARD IMPROVEMENTS

Thank you for the opportunity to review and comment on the Draft Environmental Assessment for the Kalealoe Boulevard Improvements.

The Department of Parks and Recreation has no comment as the proposed improvement will not impact any City park or recreational area.

Should you have any questions, please contact Mr. John Reid, Planner, at 768-3017.

  
LESTER K. C. CHANG  
Director

LKCC:jr  
(3/0871)

cc: Mr. Michael Oshiro, Department of Transportation Services  
Office of Environmental Quality Control

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**  
850 SOUTH KING STREET, 3RD FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-8300 • Fax: (808) 768-4730 • Internet: www.honolulu.gov



MUJI HANNEMANN  
MAYOR

WAYNE Y. YOSHIOKA  
DIRECTOR

SARON ANN THOM  
DEPUTY DIRECTOR

TP5/09-308719R

May 22, 2009

MEMORANDUM

TO: LESTER K.C. CHANG, DIRECTOR  
DEPARTMENT OF PARKS AND RECREATION

FROM: WAYNE Y. YOSHIOKA, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA)  
KALAELOA BOULEVARD IMPROVEMENTS

Thank you for your letter dated May 1, 2009, concerning the subject project. We appreciate the time you have taken to review the subject document and acknowledge you have no comments to offer.

Any further written comments may be directed to Mr. Michael Oshiro of our department.

  
WAYNE Y. YOSHIOKA  
Director

cc: R.M. Towill Corporation

RECEIVED

MAY 7 3:07

DEPARTMENT OF TRANSPORTATION SERVICES

DEPARTMENT OF FACILITY MAINTENANCE  
**CITY AND COUNTY OF HONOLULU**  
1000 Ulukouhi Street, Suite 215, Kapiolani, Hawaii 96707  
Phone: (808) 768-3343 • Fax: (808) 768-3381  
Website: www.honolulu.gov



MUJI HANNEMANN  
MAYOR

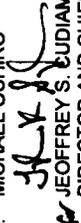
JEFFREY S. CUDIAMAT, P.E.  
DIRECTOR AND CHIEF ENGINEER  
GEORGE HESODO MEFAMAYO  
DEPUTY DIRECTOR  
IN REPLY REFER TO:  
DRM 06-397

May 1, 2009

**MEMORANDUM**

**TO:** WAYNE Y. YOSHIOKA, DIRECTOR  
DEPARTMENT OF TRANSPORTATION SERVICES

**ATTENTION:** MICHAEL OSHIRO

**FROM:**  JEFFREY S. CUDIAMAT, P.E.,  
DIRECTOR AND CHIEF ENGINEER  
DEPARTMENT OF FACILITY MAINTENANCE

**SUBJECT:** DRAFT ENVIRONMENTAL ASSESSMENT (DEA)  
KALAELOA BOULEVARD IMPROVEMENTS

Thank you for the opportunity to review and provide comments on the DEA dated April 13, 2009 for the subject project. We have no comments to add to the document at this time.

Should you have any questions, please call Charles Pignataro of the Division of Road Maintenance, at 768-3697.

c: Office of Environmental Quality Control  
R.M. Towill Corporation - (Attention Brian Takeda)

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**  
650 SOUTH KING STREET, 3RD FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 788-8305 • Fax: (808) 788-4720 • Internet: www.honolulu.gov



MUJI HANNEMANN  
MAYOR

WAYNE Y. YOSHIOKA  
DIRECTOR  
SHARON ANN THOM  
DEPUTY DIRECTOR

May 29, 2009

TP5/09-308719R

**MEMORANDUM**

**TO:** JEFFREY S. CUDIAMAT, P.E., DIRECTOR AND CHIEF ENGINEER  
DEPARTMENT OF FACILITY MAINTENANCE

**FROM:** WAYNE Y. YOSHIOKA, DIRECTOR

**SUBJECT:** DRAFT ENVIRONMENTAL ASSESSMENT (DEA)  
KALAELOA BOULEVARD IMPROVEMENTS

Thank you for your letter dated May 1, 2009, concerning the subject project. We appreciate the time you have taken to review the subject document and acknowledge you have no comments to offer.

Any further written comments may be directed to Michael Oshiro of our department.

cc:  R.M. Towill Corporation

  
WAYNE Y. YOSHIOKA  
Director

# Transmittal



200 Akamamai Street • Mililani HI 96789  
(808) 625 - 2100

Date: May 4, 2009 RE: PROJECT LOCATION/WORK ORDER

To: Department of Transportation Services  
650 South King Street, 3<sup>rd</sup> Floor  
Honolulu, HI 96813  
Ph. 768-8332  
Mr. Michael Oshiro  
*Review and Comment*

GENTLEMEN: We are sending you the following:

- Pole / Conduit Application
- Preliminary / Final Drawings
- Permit Applications
- Return Prints
- Copy of Letter
- Other

Copies	Sht / Appl. #	Description

The Above is transmitted:

- For Your Approval
- For Review and Comment
- For Your Use / Records
- As Requested
- As Approved
- Other

Comments / Remarks: Thank-you for sending the Draft Environmental Assessment.  
OCEANIC TWC does not have any comments at this time.

Thank-you,

CC: PJ# N03670, Brian Taleia Signed: *Dean Yonezawa*  
 Xmit-2 Environmental Title: OSP Engineer (Dean Yonezawa)  
 Assessment

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 3RD FLOOR  
 HONOLULU, HAWAII 96813  
 Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov



MUJI HANNEMANN  
 MAYOR

WAYNE Y. YOSHIOKA  
 DIRECTOR

SHARON ANN THOM  
 DEPUTY DIRECTOR

TP5/09-306719R

May 22, 2009

Mr. Dean Yonezawa, OSP Engineer  
 Oceanic Time Warner Cable  
 200 Akamamai Street  
 Mililani, Hawaii 96789  
 Dear Mr. Yonezawa:

Subject: Draft Environmental Assessment (DEA)  
 Kalaeloa Boulevard Improvements

Thank you for your letter dated May 4, 2009, concerning the subject project. We appreciate the time you have taken to review the subject document and acknowledge you have no comments to offer.

Any further written comments may be directed to Mr. Michael Oshiro of our department.

Very truly yours,

*Wayne Y. Yoshioka*  
 WAYNE Y. YOSHIOKA  
 Director

cc: R.M. Towill Corporation

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 3RD FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov



WAYNE Y. YOSHIOKA  
DIRECTOR

SHARON ANN THOM  
DEPUTY DIRECTOR

MUFU HANHEMANN  
MAYOR

May 5, 2009

Department of Transportation Services  
650 South King Street, 3<sup>rd</sup> Floor  
Honolulu, Hawaii 96813  
Attention: Michael Oshiro

Dear Mr. Oshiro:

Subject: **Draft Environmental Assessment**  
**Kalaheoa Boulevard Improvements**

Thank you for the opportunity to review and comment on the Draft Environmental Assessment for the subject project.

Hawaiian Telcom does not have any comments to offer at this time. Please continue to include us during the design stages of the project.

If you have any questions or require assistance in the future on this project, please call Les Loo at 546-7761.

Sincerely,

*Lynette Yoshida*

Lynette Yoshida  
Senior Manager - OSP Engineering  
Network Engineering & Planning

cc: Office of Environmental Quality Control  
B. Takeda - R.M. Towill Corporation  
File [Barbers Point]

May 22, 2009

TP5/09-306719R

Ms. Lynette Yoshida  
Senior Manager – OSP Engineering  
Hawaiian Telcom  
P.O. Box 2200  
Honolulu, Hawaii 96841

Dear Ms. Yoshida:

Subject: Draft Environmental Assessment (DEA)  
Kalaheoa Boulevard Improvements

Thank you for your letter dated May 5, 2009, concerning the subject project. We appreciate the time you have taken to review the subject document and acknowledge you have no comments to offer. We will continue to include your office in further mailings as the project progresses.

Any further written comments may be directed to Mr. Michael Oshiro of our department.

Very truly yours,  
*Wayne Y. Yoshioka*  
WAYNE Y. YOSHIOKA  
Director

cc: R.M. Towill Corporation



DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 3RD FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-8306 • Fax: (808) 768-4730 • Internet: www.honolulu.gov



MUF HANESMANN  
DIRECTOR

WAYNE Y. YOSHIOKA  
DIRECTOR

SHARON ANN THOM  
DEPUTY DIRECTOR

TP5/09-306719R

May 29, 2009

Ms. Nancy A. McMahon, Archaeology  
and Historic Preservation Manager  
State of Hawaii  
Department of Land and Natural Resources  
State Historic Preservation Division  
801 Karmokila Boulevard, Room 555  
Kapolei, Hawaii 96707

Dear Ms. McMahon:

Subject: Draft Environmental Assessment (DEA)  
Kalaeloa Boulevard Improvements

Thank you for your letter dated May 12, 2009, concerning the subject project. We appreciate the time you have taken to review the subject document. We offer the following in response to your comments (comments provided have been italicized for reference):

1. *A single historic property has been identified within the project area. It is the right-of-way (ROW) of the old OR&L railway. The OR&L was a train built during the historic sugar industry and is on the Hawaii and National Register of Historic Places.*  
We acknowledge that the OR&L railway right-of-way (ROW) passes through the proposed project site and is on the Hawaii and National Register of Historic Places.
2. *An archaeological assessment conducted by Cultural Services Hawaii revealed no other pre-contact or historic-era historic properties are within the Area of Potential Effect (APE) which is designated as the roadway proper.*

Ms. Nancy A. McMahon, Archaeology  
and Historic Preservation Manager  
Page 2  
May 29, 2009

We acknowledge your confirmation that no other historic properties are known to exist in the project area.

3. *During Section 106 consultation with participating parties, including the City and County and the Hawaii Railway Society, it was determined [that] there would be a "no adverse effect to significant history property" to the ROW for the Lauuliwill portion of the project area.*

*Therefore, we concur with your agency's finding of "no adverse effect" to this property. An MOA is being developed to address the effects to this historic property.*

We acknowledge your confirmation of the finding of "no adverse effect" to this property and that an MOA is being created to mitigate potential impacts to the former OR&L rail line.

Any further written comments may be directed to Mr. Michael Oshiro of our department.

Very truly yours,

WAYNE Y. YOSHIOKA  
Director

cc: R. M. Towill Corporation

DEPARTMENT OF PLANNING AND PERMITTING  
**CITY AND COUNTY OF HONOLULU**  
850 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813  
PHONE: (808) 768-8000 • FAX: (808) 768-6041  
DEPT. WEB SITE: [www.honolulu.gov](http://www.honolulu.gov) • CITY WEB SITE: [www.honolulu.gov](http://www.honolulu.gov)



MUJI HANNEWMANN  
MAYOR

DAVID K. TANOUÉ  
DIRECTOR  
ROBERT M. SUMITOMO  
DEPUTY DIRECTOR

2009/ELOG-1001 (MH)

May 14, 2009

MEMORANDUM

TO: WAYNE Y. YOSHIOKA, DIRECTOR  
DEPARTMENT OF TRANSPORTATION SERVICES

ATTN: MICHAEL OSHIRO  
DEPARTMENT OF TRANSPORTATION SERVICES

FROM:  DAVID K. TANOUÉ, DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA)  
KALAELOA BOULEVARD IMPROVEMENTS

In response to receiving your request for comments on April 27, 2009, regarding the DEA for the subject project, we have the following comments:

1. The Final Environmental Assessment (FEA) should include a discussion of how the proposed project is consistent with Policy 5, Objective A of Section V Transportation and Utilities in the City and County of Honolulu's General Plan.
2. The FEA should also discuss how the proposed project is consistent with Table 4.1 Ewa Roadway Network of the existing Ewa Development Plan (August 1997).
3. The FEA should disclose that the subject project is outside of the Special Management Area (SMA).
4. The FEA should further include a complete listing of required permits and approvals.

Should you have any questions, please contact Matt Higashida of our staff at 768-8045.

DKT:js

cc: Office of Environmental Quality Control  
Brian Takeda, R.M. Towill Corporation

P:\DW\Function\EA-98\2009\DEA for Kalaeloa Boulevard Improvements.doc

RECEIVED

MAY 15 2:18

OFFICE OF THE CITY CLERK  
HONOLULU, HAWAII  
REGISTRATION SERVICES

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**  
850 SOUTH KING STREET, 800 FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: [www.honolulu.gov](http://www.honolulu.gov)



MUJI HANNEWMANN  
MAYOR

WAYNE Y. YOSHIOKA  
DIRECTOR

SHARON ANN THOM  
DEPUTY DIRECTOR

May 29, 2009

TP5/09-306719R

MEMORANDUM

TO: DAVID K. TANOUÉ, DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING

FROM: WAYNE Y. YOSHIOKA, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA)  
KALAELOA BOULEVARD IMPROVEMENTS

Thank you for your letter dated May 14, 2009, concerning the subject project. We appreciate the time you have taken to review the subject document. We offer the following in response to the comments from your divisions (as applicable the comments have been italicized for reference):

1. *The Final Environmental Assessment (FEA) should include a discussion of how the proposed project is consistent with Policy 5, Objective A of Section V Transportation and Utilities in the City and County of Honolulu's General Plan.*  
  
We will conclude the following discussion in the Final EA: Policy 5 of the Oahu General Plan (GP) states "improve roads in existing communities to reduce congestion and eliminate unsafe conditions." The proposed improvements to Kalaeloa Boulevard will address Policy 5 of the GP by the capacity of an important roadway and provide facilities that currently do not exist, namely, pedestrian facilities (sidewalks), lighting, and landscaping. The installation of curbs and gutters will further enhance the roadway by providing improved drainage along the roadway.
2. *The FEA should also discuss how the proposed project is consistent with Table 4.1 Ewa Roadway network of the existing Ewa Development plan (August 1997).*

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



May 15, 2009

MUJI HANNEMANN, Mayor  
RUSSELL Y. S. CHUNG, Chairman  
SAMUEL T. HATA  
ALLY J. PARK  
ROBERT K. CHURCH  
WILLIAM K. BAIRD  
JEFFREY S. CUOMAMAT, E-Office  
BRENON T. MOROKA, E-Office  
WAYNE M. HASHIRO, P.E.  
Manager and Chief Engineer  
DEAN A. MUKANO  
Deputy Manager and Chief Engineer

David K. Tanoue, Director  
Page 2  
May 29, 2009

3. *The FEAs should disclose that the subject project is outside of the Special Management Area (SMA).*  
We will include specific reference in the discussion of the Ewa Development Plan (DP) that the proposed roadway is consistent with the Ewa DP.
4. *The FEAs should further include a complete listing of required permits and approvals.*  
We will include a statement in the Final EA noting the subject project is not within the SMA.
4. *The FEAs should further include a complete listing of required permits and approvals.*  
We will include a complete listing of required permits and approvals for this project in the Final EA.

Any further written comments may be directed to Michael Oshiro of our department.

  
WAYNE Y. YOSHIOKA  
Director

cc: R.M. Towill Corporation

TO: MICHAEL OSHIRO  
DEPARTMENT OF TRANSPORTATION SERVICES

FROM: KEITH S. SHIDA, PROGRAM ADMINISTRATOR  
CUSTOMER CARE DIVISION  
BOARD OF WATER SUPPLY *K. Shida*

SUBJECT: LETTER REQUESTING COMMENTS ON THE DRAFT  
ENVIRONMENTAL ASSESSMENT, KALAELOA BOULEVARD  
IMPROVEMENTS

Thank you for the opportunity to comment on the proposed project.  
The construction drawings should be submitted for our review and approval.  
The construction schedule should be coordinated to minimize impacts on the water system.  
If you have any questions, please contact Robert Chun at 748-5443.

cc: Ms. Katherine Puana Kealoe, Office of Environmental Quality Control  
Mr. Brian Takeda, R.M. Towill Corporation

MKC

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 766-3300 • Fax: (808) 768-1730 • Internet: www.honolulu.gov



MUFI HANNEMANN  
MAYOR

WAYNE Y. YOSHIOKA  
DIRECTOR

SHARON ANN THOM  
DEPUTY DIRECTOR

TP5/09-306719R

May 29, 2009

**MEMORANDUM**

TO: KEITH S. SHIDA, PROGRAM ADMINISTRATOR  
BOARD OF WATER SUPPLY

FROM: WAYNE Y. YOSHIOKA, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA)  
KALAELOA BOULEVARD IMPROVEMENTS

Thank you for your letter dated May 15, 2009, concerning the subject project. We appreciate the time you have taken to review the subject document. We offer the following in response to the comments of your various divisions (the comments have been *italicized* for reference):

1. *The construction drawings should be submitted for our review and approval.*  
This is acknowledged. The construction plans will be submitted to your agency when they become available.
2. *The construction schedule should be coordinated to minimize impacts on the water system.*

This is also acknowledged. The BWS will be provided with a construction schedule to coordinate our efforts.

Any further written comments may be directed to Michael Oshiro of our department.

WAYNE Y. YOSHIOKA  
Director

cc: R.M. Towill Corporation

HONOLULU FIRE DEPARTMENT  
CITY AND COUNTY OF HONOLULU

638 South Street  
Honolulu, Hawaii 96813-0007  
Phone: 808-723-7139 Fax: 808-723-7111 Internet: www.honolulu.gov/hfd



MUFI HANNEMANN  
MAYOR

KENNETH G. SILVA  
FIRE CHIEF  
ALVIN K. TOMITA  
DEPUTY FIRE CHIEF

May 19, 2009

TO: WAYNE YOSHIOKA, DIRECTOR  
DEPARTMENT OF TRANSPORTATION SERVICES

ATTN: MICHAEL OSHIRO, PROJECT MANAGER  
TRANSPORTATION PLANNING DIVISION

FROM: KENNETH G. SILVA, FIRE CHIEF

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT  
KALAELOA BOULEVARD IMPROVEMENTS  
EWA, OAHU, HAWAII  
TAX MAP KEYS: 9-1-015: VARIOUS

In response to a letter from R. M. Towill Corporation received on April 28, 2009, regarding the above-mentioned subject, the Honolulu Fire Department (HFD) reviewed the material provided and has no objections to the improvements.

However, access shall be made available to ensure continuity of HFD services to the community.

Should you have any questions, please call Battalion Chief Socrates Bratakos of our Fire Prevention Bureau at 723-7151.

KENNETH G. SILVA  
Fire Chief

KGS/SY:bh

cc: Office of Environmental Quality Control  
Brian Takeda, R. M. Towill Corporation ✓

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

860 SOUTH KING STREET, 3RD FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-5505 • Fax: (808) 768-1720 • Internet: www.honolulu.gov

MUF HANNEBANN  
MAYOR



WAYNE Y. YOSHIOKA  
DIRECTOR

SHARON ANTHONY  
DEPUTY DIRECTOR

*Write*



REPLY TO:  
ATTENTION OF:

Regulatory Branch

TP5/09-315201R

June 2, 2009

MEMORANDUM

TO: KENNETH G. SILVA, FIRE CHIEF  
HONOLULU FIRE DEPARTMENT

FROM: WAYNE Y. YOSHIOKA, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA)  
KALAELOA BOULEVARD IMPROVEMENTS

Thank you for your letter dated May 19, 2009, concerning the subject project. We appreciate the time you have taken to review the subject document. Regarding your concern about area access, access will be maintained throughout construction to ensure the Honolulu Fire Department's services to the community.

Any further written comments may be directed to Mr. Michael Oshiro of our department at Local 8332.

cc: R.M. Towill Corporation

  
WAYNE Y. YOSHIOKA  
Director

DA File No. POH-2009-00160

May 27, 2009

Mr. Michael Oshiro  
Department of Transportation Services  
City and County of Honolulu  
650 South King Street, 3<sup>rd</sup> Floor  
Honolulu, Hawaii 96813

Dear Mr. Oshiro:

This letter is in response to your request for our comments on the April 13, 2009 Draft Environmental Assessment (DEA) prepared pursuant to Hawaii Revised Statutes, Chapter 343, for the *Kalaeloa Boulevard Improvements* project located in Kapolei, Island of O'ahu, Hawaii. The DEA states the proposed improvements are needed to accommodate commercial development in the Kapolei area. The widening of Kalaeloa Boulevard from its existing four lanes to six lanes between Interstate Route H-1 at the Palahai Interchange to Malakole Street is planned to be constructed in phases over the next ten years, subject to the availability of funds. The first phase of construction will be funded by American Recovery and Reinvestment Act of 2009 funds and is expected to commence during fiscal year 2009/10.

According to the DEA, no streams or natural water bodies occur on-site, including wetlands. Based on this information, site photographs contained in the DEA, and our knowledge of the project area, it appears Department of the Army (DA) authorization is not required for the proposed road improvements along Kalaeloa Boulevard. However, as you prepare final engineering and construction plans for Phase I of the project, please be aware that DA authorization is required for activities that result in the discharge of dredged or fill material into jurisdictional waters of the United States, including wetlands. Examples of such activities include, but are not limited to: 1) creating fills for residential or commercial development, placing bank protection, temporary or permanent stockpiling of excavated material, building road crossings and driveways, backfilling for utility line crossings and constructing outfall structures, dams, levees, groins, weirs, or other structures; 2) mechanized land clearing, grading which involves filling low areas or land leveling, ditching, channelizing and other excavation activities that would have the effect of destroying or degrading waters of the U.S.; 3) allowing runoff or overflow from a contained land or water disposal area to re-enter a water of the U.S.; and 4) placing pilings when such placement has or would have the effect of a discharge of fill material. For additional permit information, please visit our website at <http://www.poh.usace.army.mil/EC-R/EC-R.htm>.

If you need further assistance, please contact Ms. Susan A. Meyer, Project Manager, by phone at (808) 438-2137 or by electronic mail at [susan.a.meyer@usace.army.mil](mailto:susan.a.meyer@usace.army.mil). Thank you for your cooperation with our regulatory program. Please be advised you can provide comments on your experience with the Corps' Honolulu District Regulatory Branch by accessing our web-based customer survey form at <http://www.poh.usace.army.mil/EC-R/forms/ect-CustomerSurvey.pdf>.

Sincerely,



George P. Young, P.E.  
Chief, Regulatory Branch

DEPARTMENT OF DESIGN AND CONSTRUCTION  
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 11<sup>TH</sup> FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 788-8480 • Fax: (808) 788-4567  
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MUFI HANHEMANN  
MAYOR



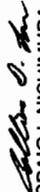
CRAIG I. NISHIMURA, P.E.  
DIRECTOR  
COLLEEN D. LAAL, P.E.  
DEPUTY DIRECTOR

May 28, 2009

MEMORANDUM

TO: WAYNE YOSHIOKA, P.E., DIRECTOR  
DEPARTMENT OF TRANSPORTATION SERVICES

ATTN: MICHAEL OSHIRO

FROM:  CRAIG I. NISHIMURA, P.E., DIRECTOR  
DEPARTMENT OF DESIGN AND CONSTRUCTION

SUBJECT: KALAELOA BOULEVARD IMPROVEMENTS

Page 33 of the report contains some information about the area parks and recreation facilities that are incorrect or inaccurate.

The correct name for the "Makakilo City Neighborhood Park" is Makakilo Neighborhood Park. There is no park by the name of Pu'u Palaiiai Regional Park. However, there is a City- owned Palaiiai Neighborhood Park in the Makakilo Heights community, as well as a Maukaiani Neighborhood Park and a Makakilo Community Park. There is no park by the name of Makaina District Park. The Ko Olina beach lagoons are privately owned and operated but have been required to permit public access to the southernmost lagoon and a number of free public parking spaces.

We would appreciate it if the preparers of the DEA make the appropriate corrections in the Final EA document.

Should there be any questions, please contact Clifford Lau, Chief, Facilities Division, at Ext. 8483.

7/31/10

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Post-it® Fax Note	7871	Date	6/8/09	Page #	2
To	CHETRA KOGA	From	M. OSHIRO		
Company	TECHNICAL	Co.	DTS		
Phone #	842-1133	Phone #	768-8332		
Fax #	842-1937	Fax #	768-4621		

Michael Oshiro  
 May 29, 2009  
 Page 2

**STATE OF HAWAII**  
**OFFICE OF HAWAIIAN AFFAIRS**  
 711 KAPIOLANI BOULEVARD, SUITE 500  
 HONOLULU, HAWAII 96813

HRD09/4282B

May 29, 2009

Michael Oshiro  
 Department of Transportation Services  
 630 South King Street, 3rd floor  
 Honolulu, HI 96813

**RE: Request for comments on the proposed Kalaheo Boulevard street widening Draft Environmental Assessment (DEA), O'ahu, Hawaii, TMKs: 9-1-15:034, 45 and 49.**

Aloha e Michael Oshiro,

The Office of Hawaiian Affairs (OHA) is in receipt of the above-mentioned letter dated March 12, 2009. OHA has reviewed the project and offers the following comments.

OHA understands that the proposed widening of Kalaheo Boulevard will be developed over the next 10 years in phases, all of which is subject to the availability of funding and that only the first phase has secured funding via the American Recovery and Reinvestment Act of 2009. This does give us some concern over the viability of the full project.

We also see that ground cover in the project area is mostly paved or introduced species and much of it serves as corridors for fuel lines, utilities, and sewers. (DEA, page four) There are also no natural water bodies or wetlands in the project area. (DEA, page 20) As such, we understand how the applicant could come to the conclusion that there are not likely to be impacts to the biological environment; however, we are disappointed that an applicant as sophisticated as this would choose not to present updated floral or faunal surveys in "an informational and disclosure document." (DEA, page four)

We also note that a cultural impact assessment per se was not done for this proposal and we express similar concerns, although they are tempered somewhat by the information provided in section 3.4 and the fact that this project is undergoing a review under the National Historic Preservation Act Section 106 process and its implementing regulations (36 CFR § 800).

Thank you for the opportunity to comment. If you have further questions, please contact Grant Arnold by phone at (808) 594-0263 or e-mail him at grant.a@oha.org.

'O wau iho nō me ka 'oia 'i'o,

*Clyde W. Nāmu'o*

Clyde W. Nāmu'o  
 Administrator

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