

## 6.6 City and County of Honolulu General Plan

The City and County of Honolulu General Plan was adopted in 1977 and subsequently amended through a series of amendments. The General Plan sets forth long-term goals and objectives, and strategies to achieve them. The proposed action is consistent with the following objectives and policies from the General Plan.

### *Economic Activity*

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

- Policy 1 Encourage the growth and diversification of O‘ahu’s economic base.
- Policy 2 Encourage the development of small businesses and larger industries which will contribute to the economic and social well-being of O‘ahu residents.
- Policy 3 Encourage the development in appropriate locations on O‘ahu of trade, communications, and other industries of a nonpolluting nature.

**Discussion:** The project will provide an inventory of industrial space on the Wai‘anae Coast, which does not have a similar facility. The proposed project will be attractive to a mix of light industrial businesses and provide open yard space for storing materials, trucks, and heavy equipment.

#### **Objective C To maintain the viability of agriculture on O‘ahu.**

- Policy 1 Assist the agricultural industry to ensure the continuation of agriculture as an important source of income and employment.
- Policy 5 Maintain agricultural land along the Windward, North Shore, and Wai‘anae coasts for truck farming, flower growing, aquaculture, livestock production, and other types of diversified agriculture.

**Discussion:** The importance of agricultural production is recognized; however, the petition area has clayey and rocky soils that are poorly suited for diversified agricultural. It is situated between industrial uses and a military installation in a location that has never experienced economically viable agricultural activity.

**Objective G To bring about orderly economic growth on O‘ahu.**

- Policy 2 Permit the moderate growth of business centers in the urban-fringe areas.
- Policy 3 Maintain sufficient land in appropriately located commercial and industrial areas to help ensure a favorable business climate on O‘ahu.

**Discussion:** The region has supported small businesses involved in trucking, distribution, light manufacturing, construction trades, repair and related services. The proposed industrial park is intended to meet their current and future demand for industrial space with an affordable product.

***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.
- Policy 4 Require development projects to give due consideration to natural features such as slope, flood and erosion hazards, water-recharge areas, distinctive land forms, and existing vegetation.
- Policy 6 Design surface drainage and flood-control systems in a manner which will help preserve their natural settings.

**Discussion:** The preliminary site plan (see Figure 3 in Chapter 3) shows a development pattern that is compatible with the topography of the site. The light industrial park is confined to areas with flatter slopes. The development footprint is smaller than the golf course previously proposed for the site, and will leave a larger expanse of the foothills undeveloped. Surface drainage, flood and erosion hazards, and rockfall hazards will be addressed in detail in the environmental assessment.

***Physical Development and Urban Design***

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

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

- Policy 3      Phase the construction of new developments so that they do not require more regional supporting services than are available.
- Policy 7      Locate new industries and new commercial areas so that they will be well related to their markets and suppliers, and to residential areas and transportation facilities.

**Discussion:** The proposed development will be designed to minimize impacts on public utility systems and services. The industrial park will need to be connected to the City's water system, but demand is expected to be lower than the previous plan for a golf course and clubhouse. City water lines are provided to the property's boundaries. An independent wastewater system will be developed on site. Safety systems will be provided on site and complement ongoing security provided by the adjacent military installation and local police.

**Objective D To maintain those development characteristics in the urban fringe and rural areas which make them desirable places to live.**

- ~~Policy 1      Develop and maintain urban fringe areas as predominantly residential areas characterized by generally low rise, low density development which may include significant levels of retail and service commercial uses as well as satellite institutional and public uses geared to serving the needs of households.~~
- Policy 4      Maintain rural areas as areas which are intended to provide environments supportive of lifestyle choices which are dependent on the availability of land suitable for small to moderate size agricultural pursuits, a relatively open and scenic setting, and/or a small town, country atmosphere consisting of communities which are small in size, very low density and low rise in character, and may contain a mixture of uses.

**Discussion:** As an employment center, the proposed industrial park is appropriate for this location for the following reasons: ~~The proposed industrial park~~ It is located off the main highway, where it will not detract from either the scenic views of the coast or the ambiance of small commercial villages in nearby Nānākuli and Mā'ili. The industrial park is also favorably situated from a transportation standpoint. Lualualei Naval Access Road was designed and constructed for truck transport. Compared to other mauka-makai roadways in the district, there is a low volume of residential traffic on Lualualei Naval Access Road and the uses adjoining the road are similarly industrial in nature. In terms of the regional roadway network, the location has ease of access to the freeway and the location near the gateway to the Wai'anae district would minimize truck traffic farther up the coast.

## 6.7 Wai‘anae Sustainable Communities Plan

The Wai‘anae Sustainable Communities Plan (WSCP), is one of eight City and County of Honolulu Development Plans that were revised to reflect a 1992 City Charter amendment that called for conceptual, visionary plans to replace the parcel-specific, map oriented Development Plans adopted in the 1980s.

The WSCP was in the process of being updated when this ~~DEIS~~ FEIS was prepared. As part of the WSCP update, Tropic Land submitted an application to amend language in the plan and change the Rural Community Boundary to include the proposed industrial park site. A public review draft of the updated WSCP has been released, but not yet adopted by City Council.

The following sections, based on Tropic Land’s WSCP amendment application, describe the proposed project’s consistency with various chapters of the WSCP (2000). Figures 26 and 27, which describe alternative proposed uses for the amendment area, are from the Draft WSCP (2009) released for public review. The land use map in Figure 26 is essentially unchanged from the 2000 WSCP. Figure 27 shows the industrial park as an option.

### Chapter 2, The Vision for Wai‘anae’s Future

Chapter 2 of the WSCP presents a community-based vision statement for the Wai‘anae District. The basis for this vision covers the areas of *Community Values, Rural Values and Qualities, the Community Participation Process, the Ahupua`a/Ecosystem Concept, and Environmental Criteria for Land Use Planning.*

#### ***Vision Statement***

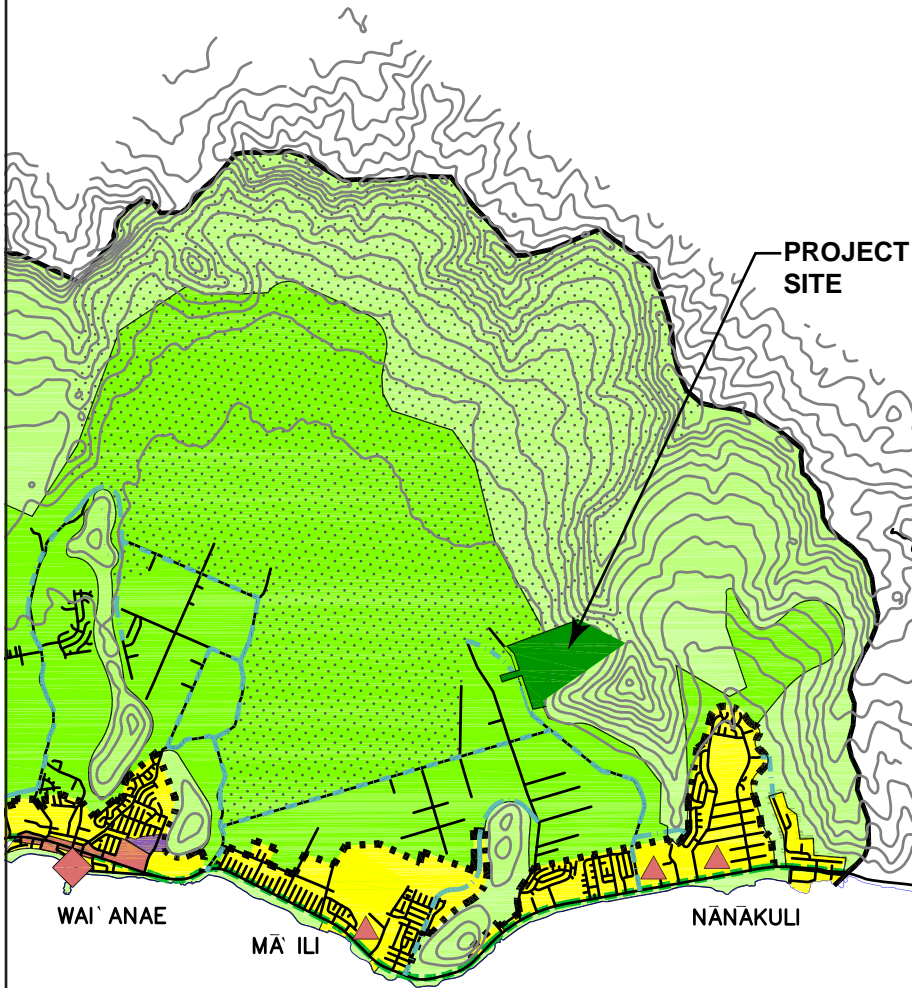
*The vision for the future of Wai‘anae is a vision of a community living by values and customs that are firmly embedded in the rural landscape, the coastal shorelands, the ocean waters, the forested mountains, the diversity of cultures, the warmth of family and friends, and the Wai‘anae traditions of independence, country living, and aloha. (p. 2-1)*

**Discussion:** The proposed amendment seeks to establish an employment center in the Wai‘anae District. The proposal will amplify the district’s sense of independence, specifically economic independence and expand local employment opportunities. For some district residents, this key element of the vision is not yet fully realized, as the Wai‘anae Coast historically has experienced disproportionately high rates of unemployment and underemployment. There are ongoing efforts in the local schools and by non-profit organizations to encourage young people to strive for economic independence. At the same time, there are many on the Wai‘anae Coast who have successfully created small businesses, for example, in contracting, services, and trucking. The proposed development offers a potential venue for these businesses to operate within the community.

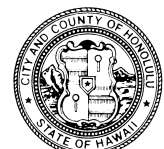
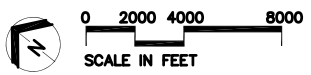
LAND USE MAP A  
SAME LAND USE MAP IN WSCP 2000

WAI'ANAE  
SUSTAINABLE  
COMMUNITIES PLAN  
(Revised 2009)

LAND USE MAP



- ■ ■ ■ ■ RURAL COMMUNITY BOUNDARY
- ..... SPECIAL AREA PLAN BOUNDARY
- - - - - FARRINGTON HIGHWAY BEAUTIFICATION
- - - - - POSSIBLE RELIEVER ROAD ROUTES
- RURAL COMMUNITY
- MEDIUM DENSITY RESIDENTIAL
- RESORT
- INDUSTRIAL
- GOLF COURSE
- AGRICULTURE
- PRESERVATION
- MILITARY
- ◆ COUNTRY TOWN
- ▲ RURAL COMMUNITY COMMERCIAL CENTER



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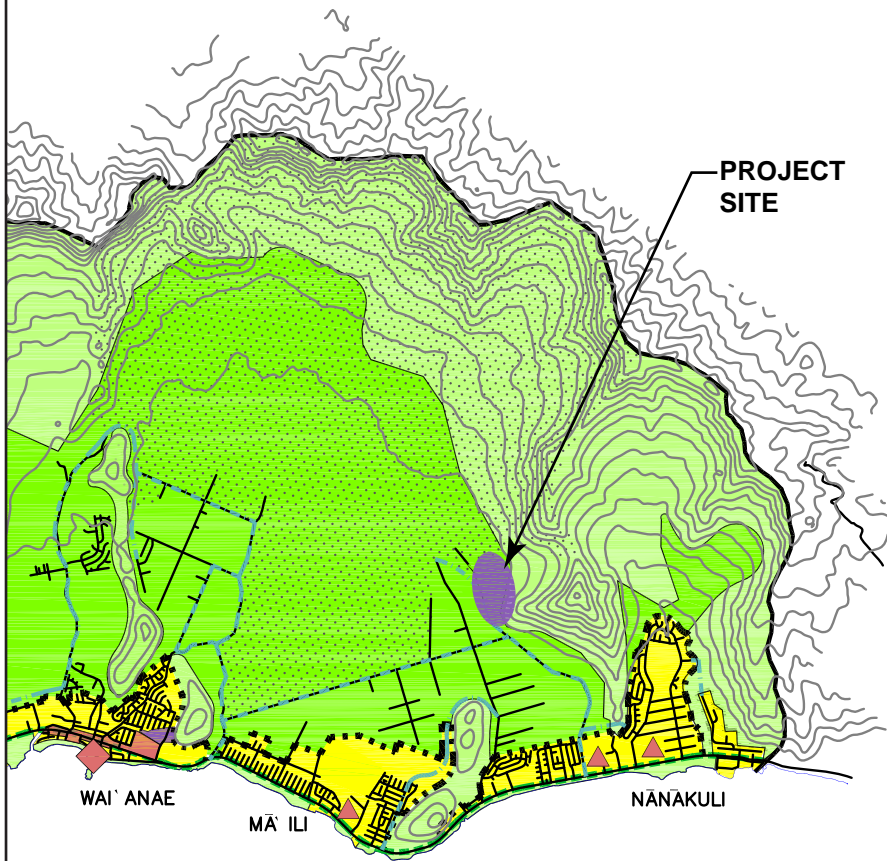
FIGURE A-1  
Appendix A-13

**Figure 26**  
**Waianae Sustainable Communities Plan Map (A)**  
March 2010

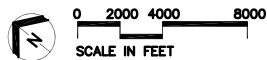
LAND USE MAP B  
POTENTIAL LIGHT INDUSTRIAL  
USE IN LUALUALEI VALLEY

WAI'ANAE  
SUSTAINABLE  
COMMUNITIES PLAN  
(Revised 2009)

LAND USE MAP



- ■ ■ ■ ■ RURAL COMMUNITY BOUNDARY
- SPECIAL AREA PLAN BOUNDARY
- - - - - FARRINGTON HIGHWAY BEAUTIFICATION
- · - · - · POSSIBLE RELIEVER ROAD ROUTES
- RURAL COMMUNITY
- MEDIUM DENSITY RESIDENTIAL
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FIGURE A-1  
Appendix A-13

**Figure 27**  
**Waianae Sustainable Communities Plan Map (B)**

March 2010

### ***Community Values***

The WSCP vision statement was developed through an understanding of important community values. Although the community is diverse, the WSCP states that these seven values were frequently referred to or expressly stated during preparation of the plan, and embody the spirit of the community.

- Ours is a living culture of the land and the sea.
- Relationships are fundamental to our values and identity
- We are a rural community.
- We are a community with small town values.
- **We value economic choices in Wai‘anae.**
- Our elderly have much to teach us.
- We value our children.

#### **“We value economic choices in Wai‘anae.”**

*For Wai‘anae, economic choices within the region are vital to the community’s well-being. Having jobs in Wai‘anae allows families to spend less time commuting and more time with each other. It reduces traffic and stress. Economic choices also mean more convenience in acquiring necessary goods and services. (WSCP, p. 2-3)*

**Discussion:** The proposed light industrial park and baseyard is directly applicable to this stated WSCP value. The proposed action is a job-producing and economy sustaining land use. The industrial park has the potential to become an employment center offering well-paid jobs that are within convenient commuting distance of Wai‘anae Coast communities, and will ultimately provide greater economic choice to families living in the WSCP area.

#### ***Wai‘anae District: Rural Values and Qualities***

*Population growth and land development in the Wai‘anae District over the past 40+ years have been more typical of a suburbanizing urban fringe community than that of a stable rural community. ... Continued urban and suburban development will consume agricultural lands and put still more stress on Wai‘anae’s roads, schools, parks, and other facilities, which are already overcrowded. (WSCP, p. 2-5)*

**Discussion:** Although the amendment area is undeveloped, it is not suitable for commercial agriculture. Previous attempts to farm the amendment area have been unsuccessful. Because of the clayey soils with poor drainage, the site is unable to sustain commercial agricultural operations, particularly in light of alternative areas available that have better growing conditions. The Wai‘anae SCP itself recognizes that the highly expansive clay soils on the lower slopes of the ridges are not good for agriculture (p. 2-10).

The proposed industrial park will not generate a need for public facilities, such as schools and parks. Truck traffic is expected to increase in the vicinity of the industrial park, but roads will be used more efficiently. The industrial park site is located close to the freeway and is likely reduce the volume of trips made further up the coast. Industrial park employees who live in the Wai‘anae District will not have to commute to more distant locations, such as Hālawā, Kalihi, or Airport/Māpunapuna.

There are important natural and cultural resources in the Wai‘anae District that should be protected and managed. The proposed development will not have an adverse affect on these resources.

### **Consistency with Chapter 3, Land Use Policies and Guidelines**

Chapter 3 of the WSCP presents policies and planning guidelines for the types of land uses that should be provided in the Wai‘anae district. This chapter identifies several types of land use “boundaries” that have been established by the WSCP to guide land use, future development, redevelopment or resource management. The boundaries include a “rural community,” “agriculture,” and “preservation” boundary, with the intent of confining urban development and preserving open space and other natural resources.

The following discusses the proposed amendment’s consistency with various sections of Chapter 3 of the WSCP:

#### ***Section 3.1.1, Rural Community Boundary***

*The rural community boundary is established to define, protect, and contain communities in areas which the General Plan designates “rural” and which exhibit the physical characteristics of rural lifestyles. The purpose of this boundary is to provide adequate lands for facilities needed to support established communities, to protect such communities from more intense land uses and patterns of development associated with more urban areas and to protect areas outside the boundary for agriculture or other resource or open space values. Where appropriate, this boundary also contains open space elements, the preservation of which is essential to the character of the rural community being defined. They may include lands designated “park,” “agriculture,” “preservation,” or areas with development-related hazards such as steep slopes or unstable soils.*

*Rural communities defined by this boundary consist of smaller, more dispersed, less intensively developed residential communities and towns, and minor industrial areas that are smaller than those of urban or urban fringe areas.*

*Development character is generally low-density, low-rise, small scale, and reflective of a “country” setting. Within residential areas, the landscaping and front yards which provide the foregrounds to their respective residences are the principal visual elements.*



*In commercial areas, the pedestrian environment and associated amenities predominate, and storefronts on both sides of the street are simultaneously perceivable. Buildings are oriented principally toward the street, relate readily to a human scale, and are organized to encourage interaction between the public and private domains. (p. 3-7 and 3-8)*

**Discussion:** The rural community boundary is a line that generally encompasses the built environment along the Farrington Highway corridor. The boundary presently provides for a limited amount of infill residential and commercial development. Except for a small number of isolated farm lots that are already surrounded by housing development, no other agricultural lands are included within the developed areas. Tropic Land’s proposed amendment to the Rural Community boundary would extend the boundary into Lualualei Valley to include both the proposed industrial park as well as other urban type land uses such as the PVT construction and demolition landfill and the Pineridge Farms recycling facility.

### **Section 3.2.2.3, Limits on Urban Development**

*Future urban and suburban development in the Wai‘anae District should be limited to the Rural Community areas, and should not be allowed to intrude into the Coastal area, the Agricultural area, or the Preservation area. (WSCP, p. 3-11)*

**Discussion:** As it is currently laid out, the rural community boundary circumscribes a fairly narrow set of land uses; namely, small-scale retail and service businesses and residences that create a compact physical form. “Small-scale” and “compact” are important characteristics for country towns and village centers (p. 2-19). Zones of “human-scale” interaction suggest a walkable, pedestrian scale. Elsewhere, the SCP endorses clustering to “alleviate the strong ‘strip commercial’ development pattern that presently exists along Farrington Highway.” (p. 2-20)

To promote compact development, the rural community boundary excludes agricultural land, which is a land-extensive type of use. The SCP allows for minor industrial areas within the rural community boundary, but industrial areas generally require more space, and allow buildings with larger footprints than would be found in a country town or village. Even a small industrial park, at a scale that is financially viable, would have to be land extensive. Therefore, a location along Farrington Highway or in the residential areas surrounding the highway is not appropriate.

The problem encountered is that the SCP requires non-agricultural development to occur within the rural community boundary. This stricture creates a situation in which industrial development is limited to inappropriate locations with inadequate separation from incompatible uses.

### **Section 3.9, Commercial and Industrial Uses**

#### **Section 3.9.1, Overview of Commercial and Industrial Uses**

*In keeping with the overall theme of ‘rural Wai‘anae,’ the General Plan does not foresee significant growth in commercial or industrial land use for the area. The projected growth in population may create a need for more support retail commercial and*

*industrial acreage, although recent trends indicate a shifting of shopping habits away from local stores to the larger commercial centers in the 'Ewa District. Some local leaders have voiced the need for more local industrial parks. The potential size, financing, and tenant mix of any such industrial parks, however, have not been thought out in any detail.*

*Local small businesses and light industrial operations are an important source of jobs for Wai'anae's people. A healthy level of small local businesses is essential for the local economy and also lessens the volume of commuter traffic that causes severe congestion on Farrington Highway during morning peak traffic periods. (p. 3-39)*

**Section 3.9.2.3, Encourage Light Industrial Businesses**

*Encourage the establishment of light industrial businesses that provide jobs for local people, and that are generally compatible with the predominantly residential uses of the Rural Community areas along the coast, but not in Makaha Valley. Light industrial uses should be allowed only in the Rural Community areas. Such areas such as the Wai'anae Small Boat Harbor may provide opportunities for ocean-related light industrial and research uses. (p. 3-40)*

**Section 3.9.2.4, No Heavy Industry**

*Heavy industrial uses should not be permitted in the Wai'anae District. Such uses should be sited in the Campbell Industrial Park in 'Ewa. (p. 3-41)*

**Section 3.9.3, Planning Guidelines for Commercial and Industrial Uses**

[No planning and/or design guidelines are provided for industrial uses.]

**Discussion:** As part of its internal planning process, Tropic Land LLC has consulted informally with members of the Wai'anae community and with the Wai'anae Neighborhood Board. There has been clear and consistent support for a light industrial park and baseyard that will provide a locally accessible, convenient, and affordable place for some types of Wai'anae businesses. Anecdotal information indicates that Campbell Industrial Park is transforming into a higher intensity manufacturing and distribution center with concomitant increases in the unit cost of industrial land. A detailed supply and demand study for industrial space in the Nānākuli area is being prepared.

It is the landowner's intent to seek a zone change to the I-1 district for approximately 96 acres of the parcel on the east side of Lualuelei Naval Access Road. As defined by the Honolulu Land Use Ordinance, I-1 is a limited industrial district and would be compatible with the rural milieu and lifestyle of the Wai'anae District. The proposed industrial development is expected to have few environmental impacts and uses are intended to complement the development scale of the communities they would serve. Land uses permitted within the industrial park will be further specified in the project's covenants, conditions, and restrictions.

### ***Section 3.11, Parks and Recreational Areas***

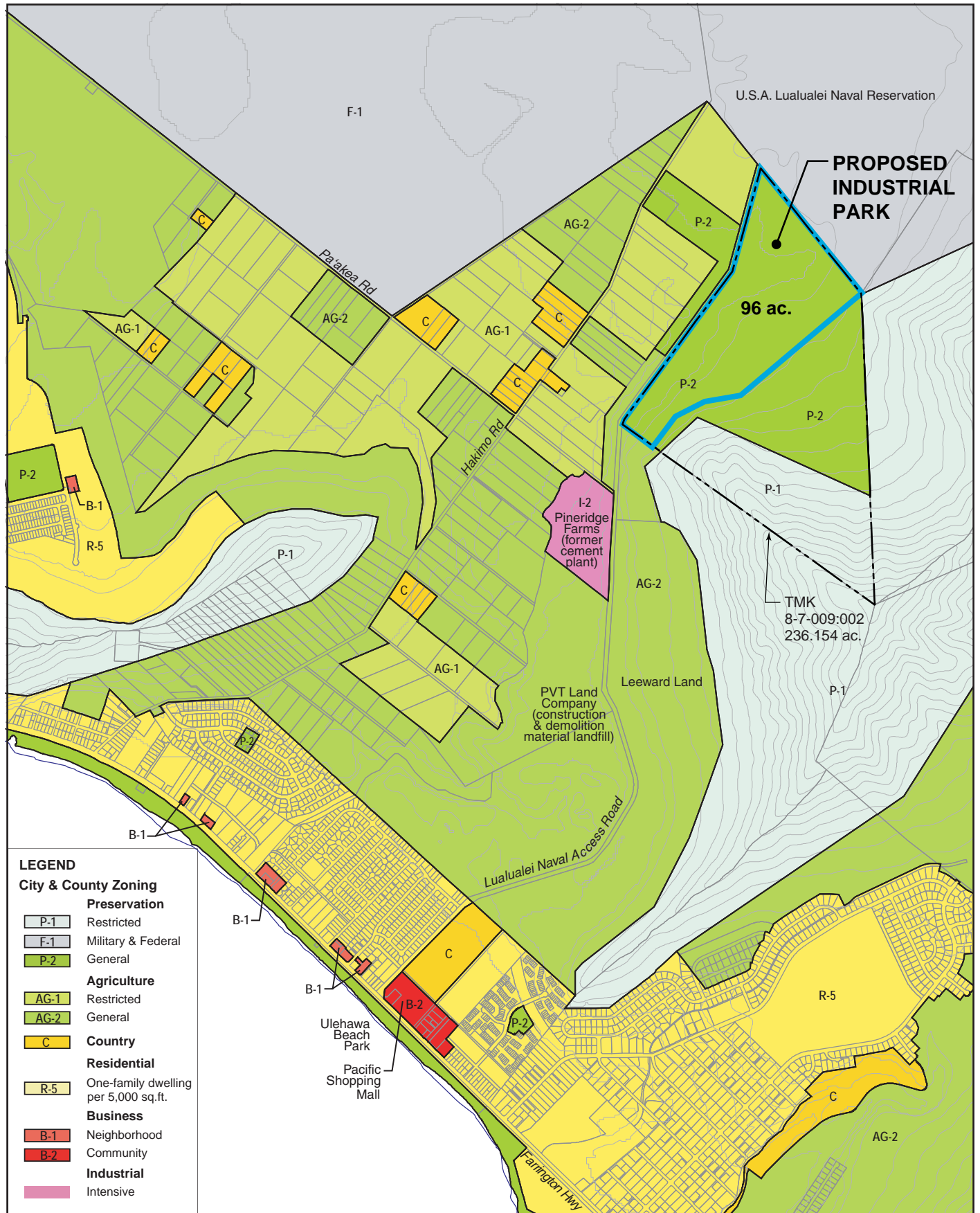
#### **Section 3.9.3, No More Golf Courses**

*There is no land available within the Rural Community areas of the Wai‘anae Land Use Map that would be large enough for a golf course. Golf courses are considered to be incompatible with Agricultural lands or Preservation lands of the Wai‘anae District. Therefore, public agencies should enforce a policy of no new golf courses within the Wai‘anae District. (WSCP, p. 3-52)*

**Discussion:** As part of the permitting process for the light industrial park, Tropic Land LLC will amend the existing Unilateral Agreement which entitles golf course development on the property, and substituting a new Unilateral Agreement for the industrial park. Economic and land use conditions have changed since 1996, when the agreement was executed, and a golf course is not the most feasible use.

## **6.8 Land Use Ordinance (Zoning)**

Chapter 21, Revised Ordinances of Honolulu (ROH) is the Land Use Ordinance (LUO), the City and County of Honolulu’s Zoning Code. Figure 28 shows zoning in the project area and vicinity. The project site is currently zoned P-2, Preservation with a Unilateral Agreement allowing golf course use. This zoning designation was obtained in ~~1999~~ 1996 by the previous landowner, who proposed a golf course on the site and surrounding areas. At that time, portions of the subject parcel and two other parcels were rezoned from AG-1 Restricted Agricultural and AG-2 General Agricultural to General Preservation with a 25-foot height limit. A Unilateral Agreement and Declaration for Conditional Zoning was recorded as Document No. 2337653 on September 24, 1996.



**Figure 28**  
**Zoning Map**

March 2010

The proposed light industrial park requires rezoning of 96 acres of TMK 8-7-09:02 to I-1, Limited Industrial (Table 20).

**Table 20**  
**Current and Proposed Zoning**  
**TMK: 8-7-09: 02**

Zones	Current Acres	Proposed Acres
Preservation P-1	<u>71.0</u>	<u>71.0</u>
Preservation P-2	<u>165.154</u>	<u>69.154</u>
	<del>236.154</del>	<del>140.154</del>
Industrial I-1	0	96.0
Total	236.154	236.154

According to ROH Chapter 21, Land Use Ordinance, the purpose and intent of the City’s I-1 limited industrial district:

*“is to provide areas for some of the industrial employment and service needs of rural and suburban communities. It is intended to accommodate light manufacturing, including handcrafted goods as well as “high technology industries” such as telecommunications, computer parts manufacturing, and research and development. Uses in this district are limited to those which have few environmental impacts and those which complement the development scale of communities they would serve.” (LUO, ROH Sec. 21-3.130)*

The proposed light industrial park complements and is consistent with the purpose of the I-1 limited industrial district. The site is currently vacant and is located on Lualualei Naval Access Road, which has a distinctly industrial character. Surrounding land uses include a former construction landfill which is now a waste processing facility, and a Navy munitions storage area. Environmental impacts will be minimal, and impacts on circulation and traffic can be mitigated.

The light industrial park will create a new employment center in an area which has historically experienced high levels of unemployment, and where residents endure long daily commutes to workplaces outside the community. The Wai‘anae Sustainable Communities Plan expressly states that greater economic choices are needed. Specifically, the plan mentions the need for jobs in Wai‘anae and more convenience in acquiring necessary goods and services.

## **6.9 Special Management Area**

Coastal Zone Management objectives and policies (Section 205A-2, HRS) and the Special Management Area (SMA) guidelines (Section 25-3.2 ROH) have been developed to preserve, protect, and where possible, to restore the natural resources of the coastal zone of Hawai'i. The CZM goals and objectives were discussed in Section 5.1.4. The project area is located outside of the City and County designated SMA.

## **7. SUMMARY OF ENVIRONMENTAL ANALYSIS**

### **7.1 Unavoidable Short-term Adverse Impacts**

- Soils will be temporarily disturbed by grading and excavating during construction.
- Temporary increases in soil erosion will also result from construction operations and minor amounts of soil will be carried off-site in surface runoff water.
- Vegetation will be removed from 96 acres for industrial development.
- Wildlife utilizing the site and immediate adjacent areas may be displaced by construction activities; construction activities will discourage wildlife from feeding in or migrating through the site.
- Negligible releases of air contaminants will occur from construction equipment. Emissions of fugitive dust may occur during dry periods as a result of construction activities.

### **7.2 Unavoidable Long-term Adverse Impacts**

- Modification of current topography to accommodate portions of the project.
- Approximately 40 acres of farmable lands will be converted to urban use from their current non-use.
- Approximately 22,550 GPD of drinking water from the Board of Water Supply's Wai'anae water system will be used.
- Vehicles using Farrington Highway and Lualualei Naval Access Road will have an effect on traffic flow.
- Increased truck traffic along Lualualei Naval Access Road will cause slight increases in noise levels as they approach and leave the industrial park.
- Air quality in the vicinity of area roadways will receive a minor addition of traffic-related emissions.
- The visual character at the base of the mountain range will be affected by the light industrial park.
- There will be an additional 1 ton/day of refuse generated by the project which must be accommodated by solid waste management facilities.

### 7.3 Proposed Mitigation Measures

**Topography and Soils.** All grading operations will be conducted in compliance with the dust and erosion control requirements of the County. Specific conditions may be attached to the grading permit when grading plans are reviewed by the Department of Planning and Permitting.

**Roadways and Traffic.** Tropic Land will discuss appropriate traffic mitigation measures with the State and City, and is willing to participate in a fair-share arrangement to construct off-site roadway improvements to the intersection of Farrington Highway and Lualualei Naval Access Road to accommodate the traffic needs of the built-out development—anticipated within 10 years of project implementation. Possible mitigation measures recommended in the TIAR include:

- Addition of a dedicated left-turn lane from Farrington Highway southbound onto Lualualei Naval Access Road
- Addition of a second left turn lane from Lualualei Naval Access Road onto Farrington Highway

**Air Quality.** Construction impacts on air quality will be mitigated by complying with State Department of Health dust control measures. Fugitive dust emissions can be controlled by watering active work areas, using wind screens, keeping adjacent paved roads clean, limiting the amount of area that can be disturbed at one time, mulching or stabilizing inactive areas, and covering stockpiled materials and open truckloads. Timely paving and landscaping of project areas early in the construction schedule will also reduce dust emissions.

**Noise.** Construction activities will meet State Department of Health standards for noise.

**Rockfall.** To mitigate the rockfall hazard from cliffs near the project area, a 100-foot wide buffer will be implemented along the entire *mauka* boundary. The buffer will be designed to prevent falling rocks from rolling into the developed area. The multi-purpose buffer will be incorporated into the system of drainage improvements and also serve as a fire break.

**Drainage.** Drainage improvements will be designed to alleviate potential flooding. These improvements include the *mauka* buffer, functioning as a drainage swale, and catch basins. Permeable surfaces will be integrated into project development to minimize runoff. To minimize adverse impacts on Ulehawa Stream, which cuts across the northwest corner of the project area, the stream has been included in the setback fronting Lualualei Naval Access Road. The stream lies outside the development area.

**Visual Impacts.** To reduce the footprint of the proposed industrial park, no development will occur above the 200-foot elevation. Palm trees that have been planted along the front and sides of the property will continue to mature, thereby softening the view of the project from the street. Planned accent landscaping at the front gate and street trees along the internal streets will convey a quality industrial location.



**Water Use.** The proposed industrial park will be connected to the Board of Water Supply's transmission system via a new 16-inch water main. The new pipeline will be capable of satisfying the fire flow requirement. To reduce the drinking water demand, recycled effluent will be used for irrigation purpose.

**Wastewater.** The proposed industrial park will be served by an independent wastewater treatment system that is privately owned and maintained.

**Solid Waste.** A solid waste management plan will be developed including efforts to minimize waste generated at the proposed industrial park during construction and operation. To the extent practical, the project will encourage recycling and landfill diversion practices by construction contractors and businesses located at Nānākuli Community Baseyard.

**Electricity Use.** Energy efficiency design guidelines will be incorporated into the Covenants, Conditions, and Restrictions that will apply to development within the proposed industrial park.

**Community Benefit.** Tropic Land has pledged to establish a \$1 million community benefits fund as part of its overall plan to develop Nānākuli Community Baseyard. The objective of the community fund is to enhance the welfare of the surrounding community through education and economic development. Administration of the fund will be determined in consultation with community leaders.

#### **7.4 Secondary and Cumulative Impacts**

Based on business owners and community members who expressed interest during the scoping process, the proposed project will be attractive to a mix of light industrial businesses and provide open yard space for storing materials, trucks, and heavy equipment. Consequently, the proposed development is likely to generate truck traffic that will have adverse cumulative impacts on Farrington Highway and Lualualei Naval Access Road. On the one hand, the increase will add to the existing level of truck traffic on these roadways. On the other hand, the proposed industrial park is consistent with land uses already existing along Lualualei Naval Access Road, thereby limiting impacts to this specific corridor.

Nānākuli Community Baseyard is a self-contained project and is not related to any other project in the region.

Table 20 shows other development projects on the Wai‘anae Coast, as identified through a search of environmental documents filed from 2000 to the present and available through the OEQC Online Library. The projects involve housing or community facilities, making the Nānākuli Community Baseyard distinctive as an employment-oriented development. Because these projects are either completed or already under construction, it is unlikely that the project will conflict with other near-term planned uses for the region's infrastructure and services.

**Table 20**  
**Development Projects on the Wai‘anae Coast**

<b>Project Name</b>	<b>FEA/SFEA/ FEIS Date</b>	<b>Location</b>	<b>Description (from FEA/FEIS)</b>	<b>Status</b>
Consuelo Subdivision	Feb 2006	3.35 acres, approx. one- quarter mile from Farrington Hwy near Wai‘anae Valley Road	Subdivision into 21 house lots and installation of utilities and road access for construction of affordable single-family homes	Phased project; preliminary phase underway
Nānākuli Community Center	Jan 2006	13.57 acres, portion of DHHL land in Nānākuli, adjacent to Nānāikapono Elem School	Nānākuli Community Center, Boys and Girls Club of Hawai‘i “clubhouse” facility, and commercial center/ <i>kupuna</i> housing	Community center completed; other project components not yet completed
Hale Wai Vista	Aug 2007	5.02 acres, adjacent to Wai‘anae Mall	215 affordable rental housing units. Four multi- family buildings (two 7- story and two 2-story buildings) and one multi- purpose building	First phase opened in Mar 2010
Wai‘anae Coast Comprehensive Health Center, Medical Building	Aug 2008	Existing health care campus at the base of Pu‘u Ma‘ili‘ili‘i	Re-design of four-story medical building (requiring height variance)	Building construction ongoing
Wai‘anae District Park, Parking Improvements	Nov 2008	0.5 acre, surrounding existing park parking lot	Addition of 31 standard stalls and 2 ADA stalls	Parking lot expansion completed

Notes:

FEA = Final Environmental Assessment  
SFEA = Supplemental Final Environmental Assessment  
FEIS = Final Environmental Impact Statement  
DHHL = Department of Hawaiian Home Lands  
ADA = Americans with Disability Act

In petitioning to amend the Land Use District boundary, Tropic Land recognizes the loss of land from future agricultural production and the cumulative impact of urbanization on the regional agricultural economy. However, the petition area, with clayey and rocky soils, has not experienced economically viable agricultural activity for decades.

## 7.5 Irreversible and Irretrievable Commitments of Resources

The construction and operation of the industrial park will involve the irretrievable commitment of certain environmental resources. The largest resource commitment will be the 96 acres of land required for the project development. (In comparison, however, the golf course called for the use of 259.5 acres of land). Construction materials, labor, and energy will be expended to construct and operate the facility. The impact of utilizing these resources need to be weighted against the economic benefits to the residents of the region, the City and County of Honolulu, and the state, and the foregone opportunities of not proceeding with the project.

The lands involved in the project will not be available for agricultural use. Yet future agricultural use of the project site is questionable in light of the long-standing undeveloped and unused character of the site. Feasibility of agricultural use is undemonstrated.

There will be a permanent commitment of private funds and resources to plan, design, construct, and operate the industrial park. However, this investment will result in a permanent increase in jobs and other employment-related benefits and resources.

It is expected that increased tax revenues will be generated along with increases in economic activity.

Beyond the on-site and off-site improvements constructed and operated by the developer, there will be the increased usage of certain public facilities, namely drinking water, local roadways, electricity and telecommunications, and greater load on City facilities for solid waste disposal.

To reduce the waste stream, Tropic Land will develop a recycling plan for the construction and operational phases of the project. As appropriate, the plan will include a collection system for plastics, glass, paper and cardboard, cans, recyclable construction material, and green waste. Source separated material will be diverted to recovery facilities. Where possible and appropriate, the project will specify or use products with recycled content. In other cases, products produced locally will be used where possible and appropriate, including soil amendment and hydro-mulch. Individual unit owners will be encouraged to develop and implement their own recycling plans.

All unit owners will be required to comply with State and federal regulations for the handling, storage, treatment, transport, and disposal of hazardous wastes. The State Department of Health oversees the reporting of inadvertent releases or spills.

The commitment of resources required to accomplish the project includes labor and materials, which are mostly non-renewable and irretrievable. The operation of the project will also include the consumption of drinking water and petroleum-generated electricity which also represents irretrievable commitments of resources.

## **7.6 Summary of Unresolved Issues**

As described above, the Navy is willing to extend access to Tropic Land and its buyers to use Lualualei Naval Access Road. By letter dated July 6, 2009, Tropic Land has received a written offer from Commander, U.S. Navy Region Hawai‘i for an annual license agreement, with possibility of automatic extensions, to use Lualualei Naval Access Road. The letter states that this arrangement is consistent with access rights granted to other adjacent landowners, including PVT Land Company, Pineridge Farms, and Pacific Shopping Mall. These users have been operating satisfactorily under this arrangement for decades. Tropic Land is in the process of obtaining the annual license agreement.

Further, Tropic Land has engaged with the Navy and other road users to establish an association or limited liability corporation for long-term operation and maintenance of Lualualei Naval Access Road (see letter dated December 4, 2009, countersigned by Captain B. J. Muilenberg, U.S. Navy, Regional Engineer dated December 24, 2009, in Appendix K). An unresolved issue is the form of the definitive access agreement, which is under discussion with the Navy.

## 8. REFERENCES

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## 9. CONSULTATION AND COORDINATION

### 9.1 Scoping and Community Outreach

Beginning in September 2007, representatives of Tropic Land LLC have communicated with residents of the Wai‘anae Coast about future development of the Lualualei project site. The initial meeting with the Wai‘anae Neighborhood Board began with suggestions for development proposals that would benefit the community. During subsequent meetings with the Planning and Zoning Committee and the full board, Tropic Land has explained the project concept and addressed community concerns. Discussions continued with the Nānākuli-Mā‘ili Neighborhood Board after it was formed in the spring of 2008. Board members adopted two separate resolutions in July and October 2008 expressing support for the project.

#### Wai‘anae Coast Neighborhood Board, No. 24

September 4, 2007	Presentation to full board
October 10, 2007	Presentation to Planning & Zoning Committee
November 15, 2007	Discussion with Planning & Zoning Committee
December 4, 2007	Discussion with full board

#### Nānākuli-Mā‘ili Neighborhood Board, No. 36

May 20, 2008	Presentation to full board
June 24, 2008	Presentation to Planning & Zoning Committee
July 15, 2008	Presentation to full board, unanimous adoption of resolution to support development of the industrial park
October 21, 2008	Presentation to full board, adoption of resolution to amend the Wai‘anae Sustainable Communities Plan to provide for the development of a light industrial park in the Lualualei Valley

#### Presentations to Other Organizations

Leeward Coast Chamber of Commerce  
Wai‘anae Rotary Club

### 9.2 Early Consultation

Prior to preparing the EISPN, the following agencies were contacted:

#### Planning

- State of Hawai‘i, Land Use Commission
- State of Hawai‘i, Office of Planning
- City and County of Honolulu, Department of Planning and Permitting

### Engineering

- State of Hawai‘i, Department of Health
- City and County of Honolulu, Board of Water Supply

### **9.2.1 Environmental Impact Statement Preparation Notice (EISPN)**

Availability of the EISPN was announced in the May 23, 2009 issue of the OEQC *Environmental Notice*, which initiated a 30-day public comment period that ended on June 23, 2009.

Copies of the EISPN were mailed to the federal, State, and County agencies; elected officials; and other stakeholders listed below. In addition, copies of the EISPN were mailed to the Wai‘anae and Kapolei Public Libraries. All recipients were asked to provide comments.

#### **Federal Agencies**

- U.S. Army Corps of Engineers, Honolulu District
- U.S. Fish and Wildlife Service
- U.S. Navy

#### **State Agencies**

- Department of Agriculture
- Department of Accounting and General Services
- Department of Business, Economic Development & Tourism
- DBEDT, Energy Resources and Technology Division
- DBEDT, Planning Office
- Department of Defense
- Department of Health, Environmental Management Division
- Department of Land and Natural Resources
- DLNR, State Historic Preservation Division
- Office of Environmental Quality Control
- Office of Hawaiian Affairs
- University of Hawai‘i-Mānoa, Environmental Center

#### **City and County of Honolulu**

- Board of Water Supply
- Department of Design and Construction
- Department of Environmental Services
- Department of Facility Maintenance
- Department of Planning and Permitting
- Department of Transportation Services
- Fire Department
- Police Department



### **Elected Officials, Community Organizations, and Other Organizations**

#### Honolulu City Council

Councilmember Todd Apo, District 1

#### State Legislators

Representative Karen Awana, District 44

Senator Colleen Hanabusa, District 21

### **Community and Business Organizations and Individuals**

Nānāikapono Civic Club

Nānākuli/Mā‘ili Neighborhood Board

Wai‘anae Coast Neighborhood Board

Native Hawaiian Legal Corporation

Sierra Club

Wai‘anae Coast Rotary Club

Wai‘anae Coast Coalition

Leeward Coast Chamber of Commerce

Concerned Elders of Wai‘anae

PVT Land Company Ltd.

Pineridge Farms, Inc.

Leeward Land LLC

Mr. Leon Lapina

Ms. Elizabeth Stack

### **Utility Companies**

Hawaiian Electric Co.

Hawaiian Telcom

Oceanic Time Warner Cable

### **Libraries**

Wai‘anae Public Library

Kapolei Public Library

### **Newspapers**

Honolulu Advertiser

Honolulu Star Bulletin

### 9.2.2 EISPN Comments

A total of 23 agencies, organizations, and individuals responded to the request for pre-assessment consultation. The matrix ~~at the end of this chapter~~ in Appendix M summarizes substantive comments and indicates relevant sections in the DEIS where comments were addressed and/or incorporated into the document. The table is followed by reproductions of correspondence received.

### 9.3 Draft Environmental Impact Statement (DEIS)

~~This DEIS will be sent to all public agencies designated as “mandatory” or “recommended” on the OEQC distribution list and to public libraries and depositories on the list. Copies also will be sent to parties that expressed interest in the proposed action during the EISPN comment period.~~

The DEIS was published in the November 23, 2009 issue of the OEQC *Environmental Notice*, initiating a 45-day public review period which ended on January 7, 2010. Copies of the DEIS were distributed to government agencies and interested parties.

#### Federal Agencies

- U.S. Army Corps of Engineers, Honolulu District
- U.S. Fish and Wildlife Service
- U.S. Navy

#### State Agencies

- Department of Agriculture
- Department of Accounting and General Services
- Department of Business, Economic Development & Tourism
- DBEDT, Energy Resources and Technology Division
- DBEDT, Planning Office
- Department of Defense
- Department of Hawaiian Home Lands
- Department of Health
- Department of Human Services
- Department of Labor and Industrial Relations
- Department of Land and Natural Resources
- DLNR, State Historic Preservation Division
- Department of Transportation
- Hawai‘i Housing Finance and Development Corporation
- Office of Environmental Quality Control
- Office of Hawaiian Affairs
- University of Hawai‘i-Mānoa, Environmental Center

### **City and County of Honolulu**

- Board of Water Supply
- Department of Design and Construction
- Department of Environmental Services
- Department of Facility Maintenance
- Department of Planning and Permitting
- Department of Transportation Services
- Fire Department
- Police Department

### **Elected Officials, Community Organizations, and Other Organizations**

#### Honolulu City Council

Councilmember Todd Apo, District 1

#### State Legislators

Representative Karen Awana, District 44

Representative Maile Shimabukuro, District 45

Senator Colleen Hanabusa, District 21

### **Community and Business Organizations**

Nānāikapono Civic Club

Nānākuli/Mā‘ili Neighborhood Board

Native Hawaiian Legal Corporation

Sierra Club

Wai‘anae Coast Rotary Club

Leeward Coast Chamber of Commerce

Concerned Elders of Wai‘anae

Princess Kahanu Estates Association

PVT Land Company Ltd.

Pineridge Farms, Inc.

Leeward Land LLC

Mr. Leon Lapina

Ms. Elizabeth Stack

### **Utility Companies**

Hawaiian Electric Co.

Hawaiian Telcom

Oceanic Time Warner Cable

### **Libraries**

Wai‘anae Public Library

Kapolei Public Library

Legislative Reference Bureau

Hawai‘i Main Library, State Document Center  
University of Hawai‘i, Hamilton Library

### **Newspapers**

Honolulu Advertiser  
Honolulu Star Bulletin

The following agencies and organizations submitted letters on the DEIS. Agencies with “no comment” are shown with an asterisk (\*). All letters and responses to substantive comments are reproduced at the end of this chapter.

### **Federal Agencies**

- \* Army Corps of Engineers-Civil Works Branch
- Army Corps of Engineers-Regulatory Branch
- Dept of the Navy

### **State Agencies**

- \* Dept. of Accounting and General Services
- \* Dept of Labor and Industrial Relations
- Dept of Land and Natural Resources
  - Commission on Water Resource Management
  - Office of Conservation and Coastal Lands
- \* Division of Forestry and Wildlife
- Dept of Transportation
- Land Use Commission
- \* State Historic Preservation Division
- University of Hawaii, Environmental Center
- West County Farm Bureau

### **City Agencies**

- Board of Water Supply
- \* Dept of Facility Maintenance
- \* Dept of Parks and Recreation
- Dept of Planning and Permitting
- Dept of Transportation Services
- Fire Dept
- \* Police Dept

### **Utility Companies**

- \* Hawaiian Telcom

### **Community Organizations**

Concerned Elders  
KAHEA

## **Letters with Substantive Comments**

### **Federal Agencies**

- U.S. Army Corps of Engineers, Regulatory Branch
- Department of the Navy, Naval Facilities Engineering Command

### **State Agencies**

- Commission on Water Resource Management
- Department of Transportation
- Land Use Commission
- Office of Conservation and Coastal Lands
- State Historic Preservation Division
- University of Hawaii, Environmental Center
- West County Farm Bureau

### **City Agencies**

- Board of Water Supply
- Department of Planning and Permitting
- Department of Transportation Services
- Fire Department

### **Community Organizations**

- Concerned Elders of Waianae
- KAHEA



**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, HONOLULU DISTRICT**  
**FORT SHAFTER, HAWAII 96858-5440**

REPLY TO  
ATTENTION OF:

January 25, 2010

Regulatory Branch

POH-2009-00191

RECEIVED JAN 26 2010

Glenn T. Kimura  
Kimura International, Inc.  
1600 Kapiolani Blvd., Suite 1610  
Honolulu, Hawaii 96813

Dear Mr. Kimura:

This letter is in response to your November 20, 2009 request for comments on the Draft Environmental Impact Statement (DEIS) for the proposed Nanakuli Community Base Yard located at Lualualei, Waianae District, Island of Oahu, Hawaii (TMK: (1) 8-7-009:002(por). We have reviewed your proposal pursuant to Section 10 of the Rivers and Harbors Act of 1899 (Section 10) and Section 404 of the Clean Water Act (Section 404). We have determined that a Department of Army (DA) permit is not required for your proposed work as described in the DEIS.

Section 10 requires that a DA permit be obtained for certain structures or work in or affecting navigable waters of the United States (U.S.), prior to conducting the work (33 U.S.C. 403). Because the Ulehawa Stream is not considered a navigable water, a Section 10 permit is not required. Section 404 requires that a DA permit be obtained for the discharge of dredged and/or fill material into waters of the U.S., including wetlands and navigable waters of the U.S, prior to conducting the work (33 U.S.C. 1344). Although the Ulehawa Stream is considered a water of the U.S, a Section 404 permit is not required for your proposed work as the DEIS indicates that no work will be done in the stream nor will any work be done which will result in secondary impacts to the stream.

This letter contains an approved JD for the property in question. If you object to this determination, you may request an Administrative Appeal under Corps regulations at 33 Code of Federal Regulations (CFR) Part 331. We have enclosed a Notification of Appeal Process and Request For Appeal (NAP/RFA) form. If you request to appeal this determination you must submit a completed RFA form to the Corps' Pacific Ocean Division office at following address:

Thom Lichte, Appeals Review Officer  
U.S. Army Corps of Engineers  
Pacific Ocean Division, ATTN: CEPOD-PDC  
Building 525  
Fort Shafter, HI 96858-5440

This jurisdiction determination is valid for a period of five (5) years from the date of this letter unless new information warrants revision of the delineation before the expiration date.

Thank you for giving us the opportunity to review this proposal and for your cooperation with our regulatory program. Please be advised you can provide comments on your experience with the Honolulu District Regulatory Branch by accessing our web-based customer survey form at <http://per2.nwp.usace.army.mil/survey.html>.

Should you have any questions, please contact Mr. Robert Deroche of this office at the above address or telephone 808-438-2039 (FAX: 808-438-4060) or by E-Mail at [robert.d.deroche2@usace.army.mil](mailto:robert.d.deroche2@usace.army.mil). Please refer to File No. POH-2009-00191 in all future communications with this office regarding this or other projects at this location.

Sincerely,



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

Enclosures

Flowchart  
RFA Document  
Approved JD

Copy Furnished (w/o Encl.)

Dan Davidson, Executive Officer, Land Use Commission, 235 S. Beretania Street, Room 406  
Honolulu, Hawaii 96813



KIMURA INTERNATIONAL INC.

April 16, 2010

Mr. George P. Young, Chief  
Regulatory Branch  
U.S. Army Corps of Engineers, Honolulu District  
Fort Shafter, HI 96858-5440

Dear Mr. Young:

**Comments on the Draft Environmental Impact Statement  
Nanakuli Community Baseyard, Oahu, Hawaii  
Portion of TMK: (1) 8-7-009: 002**

Thank you for your comments on the Draft Environmental Impact Statement submitted by letter dated January 25, 2010 [Ref: POH-2009-00191]. As planning consultant to the project owner, Tropic Land LLC, we have been asked to respond to questions and comments.

We acknowledge that your letter constitutes an approved jurisdictional determination (JD) for the property and is valid for a period of five years from the date of the letter.

Further, we note that a Department of Army (DA) permit is not required under Section 10 of the Rivers and Harbors Act of 1899 because Ulehawa Stream is not considered navigable water. And that a DA permit is not required under Section 404 of the Clean Water Act because the proposed work will not occur in Ulehawa Stream nor will the proposed action result in secondary impacts to the stream.

We appreciate your participation in the environmental review process.

Sincerely,  
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura  
President

Cc: Arick Yanagihara, Tropic Land LLC  
Dan Davidson, Land Use Commission





DEPARTMENT OF THE NAVY  
NAVAL FACILITIES ENGINEERING COMMAND, HAWAII  
400 MARSHALL ROAD  
PEARL HARBOR, HAWAII 96860-3139

IN REPLY REFER TO:

5090

Ser OPHE2/ 00120

03 FEB 2010

Kimura International INC.  
1600 Kapiolani Blvd, Suite 1610  
Honolulu, HI 96814

RECEIVED FEB 09 2010

Dear Mr. Glenn T. Kimura:

SUBJECT: NANAKULI COMMUNITY BASEYARD DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

Naval Facilities Engineering Command, Hawaii (NAVFAC HI) has reviewed the draft Environmental Impact Statement (DEIS) regarding Tropic Land LLC's proposed development in Lualualei Valley. We offer two house-keeping comments, followed by a series of important concerns regarding the use of Lualualei Naval Access Road and other encroachment issues:

1. When referring to the Navy's installation at Lualualei, please refer to its proper name: Joint Base Pearl Harbor Hickam (JBPHH) Lualualei Annex (LLL Annex). Commands within this area are: Navy Munitions Command, East Asia Division, Pearl Harbor Detachment (NMC EAD PH) and Naval Computer and Telecommunications Area Master Station Pacific (NCTAMS PAC). Please provide correct location and/or command references throughout the document.
2. NAVSTA PH, LLL Annex is developed with ordnance storage facilities and receiver towers. This land use is inaccurately noted on page 5-7, section 5.3 paragraphs 2 and 5, as an "urban type activity" (concentration of people, structures, etc.). The nature of the type of activities at LLL Annex necessitates a low concentration of people and properly constructed and sited ammunition storage facilities and antenna. Please revise this description and analysis accordingly.
3. The DEIS declares Lualualei Naval Access Road, a military roadway, as the primary access for the project. The project will generate vehicular traffic (primarily trucks) on Lualualei Naval Access Road. This increased usage, over time, will require increased roadway maintenance and repair, with costs borne by the Navy. Civilian use of this roadway also increases the Navy's exposure to liability.
4. This project will require an amendment to the State Land Use District from "Agricultural" to "Urban" and a change in zoning from Preservation (P-2) to Limited Industrial (I-1). Approval of these amendments may set a precedent for similar land use

conversions on the remaining undeveloped land along Lualualei Naval Access Road, increasing requirements for roadway maintenance.

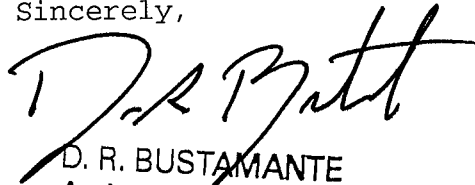
5. Tropic Land LLC doesn't have legal use of Lualualei Naval Access Road. Currently, their legal access is via Hakimo Road with only an easement to cross Lualualei Naval Access Road. Navy has offered Tropic Land LLC an annual license agreement, like the Navy has with other private businesses that use the road, but Tropic Land LLC has yet to agree to the license.
6. Traffic mitigation measures seem to only address the Farrington Highway and Lualualei Naval Access Road intersection. The document needs to address any required mitigation measures along Lualualei Naval Access Road to accommodate increased traffic proposed by this project; i.e., would road lighting be required for night use of Lualualei Naval Access Road?
7. Report identifies mitigation measures to widen Lualualei Naval Access Road to provide double left-turn lanes and exclusive right-turn lane, but doesn't address how such a project would be accomplished. Also, unsure of comment that Tropic Land LLC would provide a "fair share" arrangement to construct improvements to accommodate project build-out.
8. The Draft EIS discusses compatibility with various land use plans, but does not address encroachment issues with the Naval Magazine Ammo Storage Facilities. The Navy strongly encourages Tropic Land LLC to consider the encroachment effects on NAVSTA PH, LLL Annex. Specifically, development at the site will increase the risk of security breaches, fire, and spread of invasive species. We recommend that Tropic Land LLC mitigate the risk of security breaches by providing its tenants with clear objectives to keep their employees and associates from violating security restrictions.
9. The proposed firebreak has the potential to reduce the risk of spread of small fires. However, in high winds or other high-fire risk environmental conditions, a fire can breach the firebreak and spread onto Navy lands. Fire can damage Navy structures adjacent to Tropic Land LLC property, and also spread into higher elevations, putting at risk populations and critical habitat of rare, threatened, and endangered plant and animal species. We recommend installation and maintenance of a much wider firebreak, and also request establishing protocols if a fire generated on Tropic Land LLC property burns Navy facilities and/or sensitive habitat on Navy lands.

5090  
Ser OPHE2/ 00120  
03 FEB 2010

10. Landscaping at the new development has not been discussed in the DEIS. Invasive plants have the potential of crossing boundaries and affecting sensitive habitat on Navy lands. We recommend that only non-invasive and/or native plants are used for landscaping.
11. Feral and/or stray cats have been shown to have detrimental effects on Hawaii's unique birdlife. NAVSTA PH, LLL Annex actively maintains wildlife habitat, in-part through trapping of feral cats, for five Endangered Hawaiian birds: the Hawaiian Stilt, Hawaiian Moorhen, Hawaiian Coot, Hawaiian Duck, and the Oahu Elepaio. We request that the DEIS state requirements that Tropic Land LLC tenants/buyers will not feed or in anyway promote the expansion of feral/stray cat numbers adjacent to Navy lands.

Thank you for providing us the opportunity to comment on the Draft EIS. Please contact Mr. Steve Johnston at (808) 471-1171 extension 270 for questions regarding real-estate negotiations for road use, Ms. Janice Fukawa at (808) 473-4137 extension 232 for other issues regarding encroachment, and Ms. Patricia Colemon at (808) 473-4137 extension 224 for any environmental issues.

Sincerely,



D. R. BUSTAMANTE  
Acting



KIMURA INTERNATIONAL INC.

April 16, 2010

Mr. D. R. Bustamante  
Department of the Navy  
Naval Facilities Engineering Command, Hawaii  
400 Marshall Road  
Pearl Harbor, HI 96860-3139

Dear Mr. Bustamante:

**Comments on the Draft Environmental Impact Statement  
Nanakuli Community Baseyard, Oahu, Hawaii  
Portion of TMK: (1) 8-7-009: 002**

Thank you for your comments on the Draft Environmental Impact Statement submitted by letter dated February 3, 2010 [5090 Ser OPHE2/00120]. As planning consultant to the project owner, Tropic Land LLC, we have been asked to respond to questions and, where appropriate, summarize and clarify comments.

Comments are numbered according to the items in your letter.

1. When referring to the Navy's installation at Lualualei, please refer to its proper name: Joint Base Pearl Harbor Hickam (JBPH) Lualualei Annex (LLL Annex). Commands within this area are: Navy Munitions Command, East Asia Division, Pearl Harbor Detachment (NMC EAD PH) and Naval Computer and Telecommunications Area Master Station Pacific (NCTAMS PAC). Please provide correct location and/or command references throughout the document.

Response: Comment noted and appropriate sections of the FEIS have been changed.

2. NAVSTA PH, LLL Annex<sup>1</sup> is developed with ordnance storage facilities and receiver towers. This land use is inaccurately noted on page 5-7, section 5.3 paragraphs 2 and 5, as an “urban type activity” (concentration of people, structures, etc.). The nature of the type of activities at LLL Annex necessitates a low concentration of people and properly constructed and sited ammunition storage facilities and antenna. Please revise this description and analysis accordingly.

Response: The land use description (on pages 6-7 in the FEIS) has been revised to clarify that JBPHH, Lualualei Annex is not in the State Urban District and the reference to “urban type activity” has been deleted.

3. The DEIS declares Lualualei Naval Access Road, a military roadway, as the primary access for the project. The project will generate vehicular traffic (primarily trucks) on Lualualei Naval Access Road. This increased usage, over time, will require increased roadway maintenance and repair, with costs borne by the Navy. Civilian use of this roadway also increases the Navy’s exposure to liability.

Response: The US Navy has agreed to grant an association of adjoining property owners, including Tropic Land, a long-term easement to use Lualualei Naval Access Road. The easement agreement would require the private users to maintain Lualualei Naval Access Road and to insure the Navy against liability.

4. This project will require an amendment to the State’s Land Use District from “Agricultural” to “Urban” and a change in zoning from Preservation (P-2) to Limited (I-1). Approval of these amendments may set a precedent for similar land use conversions on the remaining undeveloped land along Lualualei Naval Access Road, increasing requirements for roadway maintenance.

Response: The project owner recognizes that the proposed light industrial park will affect roadway conditions and is committed to mitigating project impacts.

5. Tropic Land LLC doesn’t have legal use of Lualualei Naval Access Road. Currently, their legal access is via Hakimo Road with only an easement to cross Lualualei Naval Access Road. Navy has offered Tropic Land LLC an annual license agreement, like the Navy has with other private businesses that use the road, but Tropic Land LLC has yet to agree to the license.

Response: In addition to offering a long-term easement agreement, NAVFAC staff has offered Tropic Land the same annual license agreement that the Navy has extended to other adjoining property owners.

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<sup>1</sup> Although the February 3, 2010 letter refers to “NAVSTA Ph, LLL Annex,” NAVFAC planner Aaron Hebshi has confirmed that the correct reference is “JBPH, LLL Annex” as indicated in Item 1. Telephone conversation, April 5, 2010.

6. Traffic mitigation measures seem to only address the Farrington Highway and Lualualei Naval Access Road intersection. The document needs to address any required mitigation measures along Lualualei Naval Access Road to accommodate increased traffic proposed by the project; i.e., would road lighting be required for night use of Lualualei Naval Access Road?

Response: Specific improvement measures for Lualualei Naval Access Road will be determined in consultation with the Navy.

7. Report identifies mitigation measures to widen Lualualei Naval Access Road to provide double left-turn lanes and exclusive right-turn lane, but doesn't address how such a project would be accomplished. Also, unsure of comment that Tropic Land LLC would provide a "fair share" arrangement to construct improvements to accommodate project build-out.

Response: Detailed plans for roadway improvements and implementation will be determined in consultation with the Navy and other adjoining property owners. Tropic Land is committed to mitigation measures that may be required of the project.

8. The Draft EIS discusses compatibility with various land use plans, but does not address encroachment issues with the Naval Magazine Ammo Storage Facilities. The Navy strongly encourages Tropic Land LLC to consider the encroachment effects on NAVSTA PH, LLL Annex. Specifically, development at the site will increase the risk of security breaches, fire, and spread of invasive species. We recommend that Tropic Land LLC mitigate the risk of security breaches by providing its tenants with clear objectives to keep their employees and associates from violating security restrictions.

Response: Tropic Land and the condominium owners association will have rules and regulations concerning security breaches of the neighboring Navy property, fire prevention, and invasive species.

9. The proposed firebreak has the potential to reduce the risk of spread of small fires. However, in high winds or other high-fire risk environmental conditions, a fire can breach the firebreak and spread onto Navy lands. Fire can damage Navy structures adjacent to Tropic Land LLC property, and also spread into higher elevations, putting at risk populations and critical habitat of rare, threatened, and endangered plant and animal species. We recommend installation and maintenance of a much wider firebreak, and also request establishing protocols if a fire generated on Tropic Land LLC property burns Navy facilities and/or sensitive habitat on Navy lands.

Response: In addition to the proposed fire break, Tropic Land will comply with requirements of the Honolulu Fire Department and Board of Water Supply for a water supply that is adequate for fire flow protection, fire hydrants and other apparatus, and fire equipment access routes.

10. Landscaping at the new development has not been discussed in the DEIS. Invasive plants have the potential of crossing boundaries and affecting sensitive habitat on Navy lands. We recommend that only non-invasive and/or native plants are used for landscaping.

Response: The FEIS states that non-invasive and/or native plants be used for project landscaping to mitigate potential adverse effects on sensitive habitats.

11. Feral and/or stray cats have been shown to have detrimental effects on Hawaii's unique birdlife. NAVSTA PH, LLL Annex actively maintains wildlife habitat, in part through trapping of feral cats, for five Endangered Hawaiian birds: the Hawaiian Stilt, Hawaiian Moorhen, Hawaiian Coot, Hawaiian Duck, and the Oahu Elepaio. We request that the DEIS state requirements that Tropic Land LLC tenants/buyers will not feed and in any way promote the expansion of feral/stray cat numbers adjacent to Navy lands.

Response: A prohibition against feeding or promoting stray/feral cats has been included in the FEIS as a measure to mitigate potential adverse effects on sensitive habitats.

We appreciate your participation in the environmental review process.

Sincerely,  
KIMURA INTERNATIONAL, INC.

A handwritten signature in black ink, appearing to read "Glenn T. Kimura", with a long horizontal flourish extending to the right.

Glenn T. Kimura  
President

Cc: Arick Yanagihara, Tropic Land LLC  
Dan Davidson, Land Use Commission

RECEIVED  
LAND DIVISION



2010 JAN -4 A 10: 201

LAURA H. THIELEN  
CHAIRPERSON  
WILLIAM D. BALFOUR, JR.  
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CHIYOME L. FUKINO, M.D.  
DONNA FAY K. KIYOSAKI, P.E.  
LAWRENCE H. MIKE, M.D., J.D.

KEN C. KAWAHARA, P.E.  
DEPUTY DIRECTOR

STATE OF HAWAII  
DEPT. OF LAND & NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
P.O. BOX 621  
HONOLULU, HAWAII 96809

December 30, 2009

REF: Nanakuli community baseyard DEIS.dr

TO: Morris Atta, Administrator  
Land Division

FROM: Ken C. Kawahara, P.E., Deputy Director  
Commission on Water Resource Management

SUBJECT: Draft Environmental Impact Statement for Nanakuli community Baseyard, Oahu

FILE NO.: NA  
TMK NO.: 8-7-9:02

Thank you for the opportunity to review the subject document. The Commission on Water Resource Management (CWRM) is the agency responsible for administering the State Water Code (Code). Under the Code, all waters of the State are held in trust for the benefit of the citizens of the State, therefore, all water use is subject to legally protected water rights. CWRM strongly promotes the efficient use of Hawaii's water resources through conservation measures and appropriate resource management. For more information, please refer to the State Water Code, Chapter 174C, Hawaii Revised Statutes, and Hawaii Administrative Rules, Chapters 13-167 to 13-171. These documents are available via the Internet at <http://www.hawaii.gov/dlnr/cwrm>.

Our comments related to water resources are checked off below.

- 1. We recommend coordination with the county to incorporate this project into the county's Water Use and Development Plan. Please contact the respective Planning Department and/or Department of Water Supply for further information.
- 2. We recommend coordination with the Engineering Division of the State Department of Land and Natural Resources to incorporate this project into the State Water Projects Plan.
- 3. We recommend coordination with the Hawaii Department of Agriculture (HDOA) to incorporate the reclassification of agricultural zoned land and the redistribution of agricultural resources into the State's Agricultural Water Use and Development Plan (AWUDP). Please contact the HDOA for more information.
- 4. We recommend that water efficient fixtures be installed and water efficient practices implemented throughout the development to reduce the increased demand on the area's freshwater resources. Reducing the water usage of a home or building may earn credit towards Leadership in Energy and Environmental Design (LEED) certification. More information on LEED certification is available at <http://www.usgbc.org/leed>. A listing of fixtures certified by the EPA as having high water efficiency can be found at <http://www.epa.gov/watersense/pp/index.htm>.
- 5. We recommend the use of best management practices (BMP) for stormwater management to minimize the impact of the project to the existing area's hydrology while maintaining on-site infiltration and preventing polluted runoff from storm events. Stormwater management BMPs may earn credit toward LEED certification. More information on stormwater BMPs can be found at <http://hawaii.gov/dbedt/czm/initiative/lid.php>.



- 6. We recommend the use of alternative water sources, wherever practicable.
- 7. There may be the potential for ground or surface water degradation/contamination and recommend that approvals for this project be conditioned upon a review by the State Department of Health and the developer's acceptance of any resulting requirements related to water quality.

Permits required by CWRM:

Additional information and forms are available at [http://hawaii.gov/dlnr/cwrn/resources\\_permits.htm](http://hawaii.gov/dlnr/cwrn/resources_permits.htm).

- 8. The proposed water supply source for the project is located in a designated water management area, and a Water Use Permit is required prior to use of water.
- 9. A Well Construction Permit(s) is (are) required any well construction work begins.
- 10. A Pump Installation Permit(s) is (are) required before ground water is developed as a source of supply for the project.
- 11. There is (are) well(s) located on or adjacent to this project. If wells are not planned to be used and will be affected by any new construction, they must be properly abandoned and sealed. A permit for well abandonment must be obtained.
- 12. Ground water withdrawals from this project may affect streamflows, which may require an instream flow standard amendment.
- 13. A Stream Channel Alteration Permit(s) is (are) required before any alteration(s) can be made to the bed and/or banks of a stream channel.
- 14. A Stream Diversion Works Permit(s) is (are) required before any stream diversion works is (are) constructed or altered.
- 15. A Petition to Amend the Interim Instream Flow Standard is required for any new or expanded diversion(s) of surface water.
- 16. The planned source of water for this project has not been identified in this report. Therefore, we cannot determine what permits or petitions are required from our office, or whether there are potential impacts to water resources.
- OTHER:

If there are any questions, please contact Lenore Ohye at 587-0216.

LO:sd



KIMURA INTERNATIONAL INC.

April 16, 2010

Mr. Ken C. Kawahara  
Deputy Director  
Commission on Water Resource Management  
P.O. Box 621  
Honolulu, HI 96809

Dear Mr. Kawahara:

**Comments on the Draft Environmental Impact Statement  
Nanakuli Community Baseyard, Oahu, Hawaii  
Portion of TMK: (1) 8-7-009: 002**

Thank you for your comments on the Draft Environmental Impact Statement submitted by memorandum dated December 30, 2009. As planning consultant to the project owner, Tropic Land LLC, we have been asked to respond to questions and, where appropriate, summarize and clarify the comments made.

Comments are numbered according to checked items from your list.

1. We recommend coordination with the county to incorporate this project into the county's Water Use and Development Plan. Please contact the respective Planning Department and/or Department of Water Supply for further information.

Response: The civil engineer for this project has consulted with the Honolulu Board of Water Supply and will continue to coordinate with the agency through final design and the acquisition of applicable permits.

4. We recommend that water efficient fixtures be installed and water efficient practices implemented throughout the development to reduce the increased demand on the area's freshwater resources. Reducing the water usage of a home or building may earn credit toward Leadership in Energy and Environmental Design (LEED) certification.

Response: As master developer, Tropic Land will incorporate water-saving technologies to the facilities it is directly responsible for, such as the wastewater treatment facility and irrigation system.

5. We recommend the use of best management practices (BMP) for stormwater management to minimize the impact of the project to the existing area's hydrology while maintaining on-site infiltration and preventing polluted runoff from storm events. Stormwater management BMPs may earn credit toward LEED certification.

Response: BMPs for stormwater management will be studied in detail during the design phase of the project. Appropriate measures will be incorporated into the construction plans.

6. We recommend the use of alternative water sources, wherever practicable.

Response: Preliminary engineering plans provide for the use of properly treated recycled water for irrigation purposes.

7. There may be the potential for ground or surface water degradation/contamination and recommend that approvals for this project be conditioned upon a review by the State Department of Health and the developer's acceptance of any resulting requirements related to water quality.

Response: Construction and operation of the on-site wastewater treatment facility will be conducted with approval from and in accordance to the standards of the Hawaii State Department of Health. Tropic Land will comply with all requirements related to water quality.

11. There is (are) well(s) located on or adjacent to this project. If wells are not planned to be used and will be affected by any new construction, they must be properly abandoned and sealed. A permit for well abandonment must be obtained.

Response: There are no plans to use the existing on-site wells, which are capped.

We appreciate your participation in the environmental review process.

Sincerely,  
KIMURA INTERNATIONAL, INC.



Glenn T. Kimura  
President

Cc: Arick Yanagihara, Tropic Land LLC  
Dan Davidson, Land Use Commission

LINDA LINGLE  
GOVERNOR



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

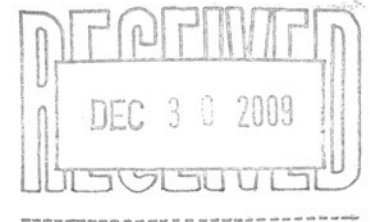
BRENNON T. MORIOKA  
DIRECTOR

Deputy Directors  
MICHAEL D. FORMBY  
FRANCIS PAUL KEENO  
BRIAN H. SEKIGUCHI  
JIRO A. SUMADA

IN REPLY REFER TO:

STP 8.3488

December 23, 2009



Mr. Glenn Kimura  
Kimura International, Inc.  
1600 Kapiolani Boulevard, Suite 1610  
Honolulu, Hawaii 96813

Dear Mr. Kimura:

Subject: Nanakuli Community Baseyard  
Draft Environmental Impact Statement (DEIS)

Thank you for requesting the State Department of Transportation's (DOT) review of the subject project.

DOT understands the subject project's developer, Tropic Land LLC, proposes to construct a 96-acre industrial park on a 236-acre parcel consisting of approximately 41 lots, averaging two acres each. The proposed industrial park would be located on the east side of the U.S. Navy's Lualualei Naval Access Road (LNAR), approximately two miles mauka of the State highway, Farrington Highway. Further, the developer has been negotiating with the Navy to use LNAR for the park's access to Farrington Highway in lieu of the existing access via Hakimo Road with a currently held easement to cross LNAR at the park entrance. The subject project proposes to have a single, secured entry on LNAR and a secondary access for fire and emergency purposes.

DOT previously commented on this project in its letter, STP 8.3296 dated June 17, 2009 (attached), to the State Land Use Commission (LUC) during the preparation notice period. DOT had requested that a Traffic Impact Analysis Report (TIAR) be prepared and notes that it is included in the subject project as Appendix E.

DOT Highways Division finds that the TIAR is inadequate. The TIAR should be revised to address the following concerns and resubmitted to the DOT for review.

1. The TIAR fails to mention that the Farrington Highway and LNAR intersection is signalized and that it will serve as the project access. This should be described in more detail.

2. While the TIAR mentions the Institute of Transportation Engineers (ITE) Trip Generation Manual, it does not provide a table or information showing what the assumed uses were or what trips they would generate. This should be corrected.
3. The information contained in Table 2. Trip Assignment, is not consistent with that in Figure 7. PM Vehicle Peak Hour (VPH) Traffic Assignment. This should be corrected.
4. While the TIAR recommended improvements in Chapter 4 that would mitigate project generated traffic impacts, there was no discussion of the proposed improvements.
5. The information contained in Table 3. Capacity Analysis - Farrington Highway and Lualualei Naval Access Road, shows an unintuitive result. The Northbound Through/Northbound Right (NBT/NBR) PM Peak (with project) without improvements is shown as Level of Service (LOS) F, yet with improvements will result in LOS D. The recommended improvements have little to do with the NB movement, yet it states that they will cause such a reduction. This should be explained. In addition, LOS using only delays yields incongruous results. For instance,  $V/C=1.00$  is nominally LOS E, if not incipient F, and not D even if delays were in the 43 second (LOS D) range.

DOT appreciates the opportunity to provide comments. If there are any other questions, please contact Mr. David Shimokawa of the DOT Statewide Transportation Planning Office at telephone number (808) 587-2356.

Very truly yours,



BRENNON T. MORIOKA, Ph.D., P.E.  
Director of Transportation

Attach.

- c: Theodore E. Liu, Department of Business, Economic Development and Tourism  
Abbey Seth Mayer, Office of Planning, DBEDT  
Katherine Kealoha, Office of Environmental Quality Control  
Dan Davidson, Land Use Commission



KIMURA INTERNATIONAL INC.

April 16, 2010

Mr. Brennon T. Morioka  
Director  
Department of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813

Dear Mr. Morioka:

**Comments on the Draft Environmental Impact Statement  
Nanakuli Community Baseyard, Oahu, Hawaii  
Portion of TMK: (1) 8-7-009: 002**

Thank you for your comments on the Draft Environmental Impact Statement submitted by letter dated December 23, 2009. As planning consultant to the project owner, Tropic Land LLC, we have been asked to respond to questions and, where appropriate, summarize and clarify the comments made.

Comments are numbered according to checked items from your list.

1. The TIAR [Traffic Impact Assessment Report] fails to mention that the Farrington Highway and LNAR [Lualualei Naval Access Road] intersection is signalized and that it will serve as the project access.

Response: The description of Farrington Highway and Lualualei Naval Access Road has been revised. See TIAR dated January 29, 2010 (enclosed), p. 4; also, Appendix E of the FEIS.

2. While the TIAR mentions the Institute of Transportation Engineers (ITE) Trip Generation Manual, it does not provide a table or information showing what the presumed uses were or what trips they would generate.

Response: This information has been added to Table 2, Trip Generation Characteristics. See TIAR, p. 10.

3. The information contained in Table 2. Trip Assignment, is not consistent with that in Figure 7. PM Vehicle Peak Hour (VPH) Traffic Assignment.

Response: The revised TIAR clarifies the Traffic Assignment information. See Table 3 on p. 10.

4. While the TIAR recommended improvements in Chapter 4 that would mitigate project generated traffic impacts, there was no discussion of the proposed improvements.

Response: Section 4.9 of the Final EIS describes the proposed mitigation measures.

5. The information contained in Table 3. Capacity Analysis—Farrington Highway and Lualualei Naval Access Road, shows an unintuitive result. The Northbound Through/Northbound Right (NBT/NBR) PM Peak (with project) without improvements is shown as Level of Service (LOS) F, yet with improvements will result in LOS D. The recommended improvements have little to do with the NB movement, yet it states that they will cause such a reduction. This should be explained. In addition, LOS using only delays yields incongruous results. For instance,  $V/C=1.00$  is nominally LOS E, if not incipient F, and not D even if delays were in the 43 second (LOS D) range.

Response: Worksheets showing the capacity analysis for the proposed improvements have been appended to the TIAR.

We appreciate your participation in the environmental review process.

Sincerely,  
KIMURA INTERNATIONAL, INC.



Glenn T. Kimura  
President

Cc: Arick Yanagihara, Tropic Land LLC  
Dan Davidson, Land Use Commission



**LAND USE COMMISSION**  
Department of Business, Economic Development & Tourism  
State of Hawai'i

January 5, 2010

RECEIVED JAN 06 2010

Mr. Glenn T. Kimura  
Kimura International, Inc.  
1600 Kapiolani Boulevard, Suite 1610  
Honolulu, Hawaii 96814

Dear Mr. Kimura:

Subject: Docket No. A09-782  
Draft Environmental Impact Statement (DEIS)  
Nanakuli Community Baseyard  
Lualualei, Oahu, Hawaii  
Tax Map Key: 8-7-09: por. 2

We have reviewed the subject DEIS for the proposed development and have the following comments:

- 1) In accordance with §11-200-17(f), Hawaii Administrative Rules ("HAR"), alternatives to the proposed action should be described in a separate and distinct section. We acknowledge that section 3.2 of the DEIS addresses various alternatives; however, this discussion does not appear to be an objective evaluation in that the alternatives presented are primarily discussed in a negative context relative to the proposed development. Please also include a discussion of the potential benefits of the alternatives, including the extent to which the alternatives could avoid some or all of the short and long-term adverse environmental effects. We also request that the discussion be supplemented to specifically address alternative locations for the proposed development with an appropriate summary included in the Summary Sheet.
- 2) In accordance with §11-200-17(g), HAR, a description of the environmental setting should be provided. We note that a truck farming operation existed on the property in the 1980s, voluntarily closing in 1988. Clarification should be provided on the uses, if any, that existed on the property prior to this timeframe. We also note that a 100-foot-wide buffer is proposed to be constructed along the mauka boundary of the property to address potential



rockfalls from the slopes behind the proposed development. Given that the buffer has yet to be engineered and will not be until the project design phase, clarification should be provided as to why it was chosen over other mitigative measures, such as the use of nets or chains to secure existing boulders, the removal of the boulders themselves, and the installation of fencing uphill from the proposed improvements. Was a formal rockfall hazard and slope stability analysis prepared to accurately quantify the risk of hazard that exists and to determine the efficacy of the proposed buffer?

- 3) In accordance with §11-200-17(h), HAR, the status of each identified approval should be described. Therefore, we request that to the extent possible the *projected* submittal dates (i.e., by month/year) of the applications and plans for approval to the various agencies be provided.
- 4) In accordance with §11-200-17(i), HAR, the probable impact of the proposed action on the environment shall be included. We note that both the biological surveys and traffic impact analysis report are identified as *Draft* documents. Please clarify when the respective final reports will be available for review. Review of the DEIS also indicates that no inventory and assessment of arthropods on the property was conducted. Although the location of the property may not require that a comprehensive arthropod study be conducted, we request that this matter be addressed in the interest of full environmental disclosure.

We further note that the DEIS contains statements relative to the proposed development's impacts upon the air quality and ambient noise levels of the area; however, there are no studies in the DEIS on which these conclusions are based. Given the technical and scientific nature of these issues, it has been customary to assess existing conditions and potential impacts and mitigation measures based on studies conducted by experts in the respective fields. As such, we request that, at a minimum, the statements be affirmed by acknowledged experts in the fields in question. In the alternative, the statements should be comprehensively supported by published studies that have addressed the impacts upon air quality and ambient noise levels from projects on Oahu that are similar to the proposed development.

A discussion on the existing civil defense facilities and potential impacts and proposed mitigation measures also should be included.

Additionally, we believe that the proposed development would generate revenues to the State and the City and County of Honolulu as well as require governmental operating expenditures to support it. However, there is no

economic and fiscal analysis of the proposed development in the DEIS. Accordingly, we request that an analysis that addresses the projected revenues and expenses of the development be provided. The analysis should include a discussion on the various revenues, including personal income, general excise, and real property taxes, that would be generated. Similarly, the analysis on governmental expenditures should include, but not be limited to, the following areas: roadways (improvements and maintenance), public safety, health and sanitation; human services; recreation; debt service; and government employee benefits.

Finally, §11-200-17(i), HAR, requires that the interrelationships and cumulative environmental impacts (both direct and indirect) of the proposed action and other related projects be discussed, including the potential secondary effects. Although the proposed development is represented to be self-contained and not related to any other project, we believe that the discussion in section 6.4, *Secondary and Cumulative Impacts*, in the DEIS (p. 6-3) is inadequate as it does not examine the potential impacts of the proposed development in conjunction with existing and planned uses in the area that do or will utilize the region's infrastructure and services regardless of their relationship with the proposed development.

- 5) In accordance with §11-200-17(k), HAR, a description of all irreversible and irretrievable commitments of resources that would be involved in the proposed action should it be implemented should be provided. This description should address the possibility of environmental accidents resulting from any phase of the action. While we acknowledge that the issue of hazardous wastes (including their handling, storage, treatment, transport, and disposal), their potential impact on the environment, and measures to mitigate such impact are addressed in section 4.15.4, *Solid Waste Disposal Facilities*, we request that such discussion also be included in section 6.5, *Irreversible and Irretrievable Commitments of Resources*.
- 6) In accordance with §11-200-17(n), HAR, a separate and distinct section that summarizes unresolved issues, including a discussion of how such issues will be resolved prior to commencement of the action or of the overriding reasons to proceed without resolution of the issue, should be provided. We note that the U. S. Navy's authorization to extend access to Petitioner and its buyers to use the Lualualei Naval Access Road remains an outstanding issue to the extent that the form of the definitive access agreement has not been agreed upon. A timeframe of when such agreement is anticipated to be reached in relation to the development schedule of the proposed action should be provided. We suggest that the July 6, 2009, letter from the U. S.

Mr. Glenn T. Kimura

January 5, 2010

Page 4

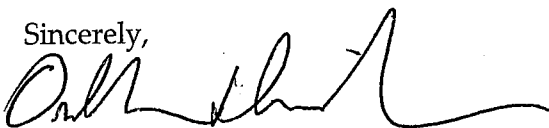
Navy Region Hawaii Commander to Petitioner transmitting a written offer for an annual license agreement, with the possibility of automatic extensions to use the access road, be provided in the interest of full disclosure.

- 7) In accordance with §11-200-17(p), HAR, the DEIS should include a separate and distinct section that contains reproductions of all substantive comments and responses made during the EISPN consultation process. Review of the DEIS indicates that while Chapter 8 includes comments on the EISPN, the individual responses to each comment are not included. Please ensure that the Final EIS includes these responses.
  
- 8) In the DEIS, there are numerous references to the terms *potable water* and *non-potable water*. We request that it be replaced by the term *drinking water* and *non-drinking water*, respectively. We have been advised that although potable water has generally been used to mean drinking water, the Department of Health (DOH) uses the latter term specifically to indicate water for human consumption that is derived from surface water and/or groundwater and is regulated by the DOH pursuant to chapter 11-20, HAR.

We have no further comments to offer at this time. Thank you for the opportunity to comment on the subject DEIS.

Should you have any questions, please feel free to call me or Bert Saruwatari of our office at 587-3822.

Sincerely,



ORLANDO DAVIDSON

Executive Officer

c: Arick Yanagihara, Tropic Land LLC



KIMURA INTERNATIONAL INC.

April 16, 2010

Mr. Orlando Davidson  
Executive Officer  
Land Use Commission  
235 South Beretania Street, Suite 406  
Honolulu, HI 96813

Dear Mr. Davidson:

**Comments on the Draft Environmental Impact Statement  
Nanakuli Community Baseyard, Oahu, Hawaii  
Portion of TMK: (1) 8-7-009: 002**

Thank you for your comments on the Draft Environmental Impact Statement submitted by letter dated January 5, 2010. As planning consultant to the project owner, Tropic Land LLC, we have been asked to respond to questions and, where appropriate, summarize and clarify the comments made.

Comments are numbered according to the items in your letter.

1. In accordance with §11-200-17(f), Hawaii Administrative Rules (“HAR”), alternatives to the proposed action should be described in a separate and distinct section. We acknowledge that section 3.2 of the DEIS addresses various alternatives; however, this discussion does not appear to be an objective evaluation in that the alternatives presented are primarily discussed in a negative context relative to the proposed development. Please also include a discussion of the potential benefits of the alternatives, including the extent to which the alternatives could avoid some or all of the short and long-term adverse environmental effects.

We also request that the discussion be supplemented to specifically address alternative locations for the proposed development with an appropriate summary included in the Summary Sheet.

Response: Discussions of the proposed action and alternatives to the proposed action have been split into separate chapters in the FEIS. Chapter 3 focuses on the proposed action, while Chapter 4 reviews other alternatives considered during the planning process. As explained in the Preface, some chapters have been re-numbered in the FEIS to accommodate the separation, but the contents of those chapters remain substantially unchanged.

1600 Kapiolani Blvd., Suite 1610  
Honolulu, HI 96814  
Tel: 808 944-8848 • Fax: 808 941-8999

There is no other site on the Waianae Coast that is zoned for the development of a light industrial park.

2. In accordance with §11-200-17(g), HAR, a description of the environmental setting should be provided. We note that a truck farming operation existed on the property in the 1980s, voluntarily closing in 1988. Clarification should be provided on the uses, if any that existed on the property prior to this timeframe.

Response: Interviews were conducted with three people who have first-hand knowledge of and/or experience with farming activities on the project site. Their statements have been appended to the FEIS (Appendix L). The historical information dates back approximately 60 years, during which the site accommodated two small truck farms. The Araki farm lasted approximately 25 years on 17 acres, followed by the brief tenure of the Higa farm which ceased operations in 1988. The truck farms experimented with corn, watermelon, round onions, bell peppers, cucumber, tomatoes, and green onions. The Arakis tried a variety of intensive farming methods and diversified by herding goats and keeping beehives. No crop was successful due to adverse growing conditions. Although the Arakis operated successful farms in Makaha—both before and after their Lualualei experience—farming on the project site was unprofitable.

We also note that a 100-foot-wide buffer is proposed to be constructed along the mauka boundary of the property to address potential rockfalls from the slopes behind the proposed development. Given that the buffer has yet to be engineered and will not be until the project design phase, clarification should be provided as to why it was chosen over other mitigative measures, such as the use of nets or chains to secure existing boulders, the removal of the boulders themselves, and the installation of fencing uphill from the proposed improvements. Was a formal rockfall hazard and slope stability analysis prepared to accurately quantify the risk of hazard that exists and to determine the efficacy of the proposed buffer?

Response: A geotechnical study by a licensed engineer will be conducted during the design phase of the project. The project owner expects to implement the recommendations of the study.

3. In accordance with §11-200-17(h), HAR, the status of each identified approval should be described. Therefore, we request that to the extent possible the *projected* submittal dates (i.e., by month/year) of the applications and plans for approval to the various agencies be provided.

Response: The list of possible permits, approvals, and requirements for regulatory compliance in Section 1.6 has been revised to include projected submittal dates.

4. In accordance with §11-200-17(i), HAR, the probable impact of the proposed action on the environment shall be included. We note that both the biological surveys and traffic impact analysis report are identified as *Draft* documents. Please clarify when the respective final reports

will be available for review. Review of the DEIS also indicates that no inventory and assessment of anthropods on the property was conducted. Although the location of the property may not require that a comprehensive study be conducted, we request that this matter be addressed in the interest of full environmental disclosure.

Response: Final versions of the biological surveys (Appendix D) and traffic study (Appendix E) are included in the FEIS. A discussion of anthropods has been added to the FEIS in Section 5.6 on wildlife resources.

We further note that the DEIS contains statements relative to the proposed development's impact upon the air quality and ambient noise levels of the area; however, there are no studies in the DEIS on which these conclusions are based. Given the technical and scientific nature of these issues, it has been customary to assess existing conditions and potential impacts and mitigation measures based on studies conducted by experts in the respective fields. As such, we request that, at a minimum, the statements be affirmed by acknowledged experts in the fields in question. In the alternative, the statements should be comprehensively supported by published studies that have addressed the impacts upon air quality and ambient noise levels from projects on Oahu that are similar to the proposed development.

Response: Section 5.10 on air quality and Section 5.11 on noise have been expanded. The new material references previously published air quality and noise studies that support the conclusions reached in the EIS.

A discussion on the existing civil defense facilities and potential impacts and proposed mitigation measures also should be included.

Response: Section 5.16.5 on civil defense facilities has been added to the FEIS.

Additionally, we believe that the proposed development would generate revenues to the State and the City and County of Honolulu as well as require governmental operating expenditures to support it. However, there is no economic and fiscal analysis of the proposed development in the DEIS. Accordingly, we request that an analysis that addresses the projected revenues and expenses of the development be provided. The analysis should include a discussion on the various revenues, including personal income, general excise, and real property taxes, that would be generated. Similarly, the analysis on governmental expenditures should include, but not be limited to, the following areas: roadways (improvements and maintenance), public safety, health and sanitation; human services; recreation; debt service; and government employee benefits.

Response: A discussion of fiscal impacts has been added to the FEIS; the full study is included as Appendix J. At the State and City levels, revenues derived from various taxes and fees are expected to exceed public costs.

Finally §11-200-17(i), HAR, requires that the interrelationships and cumulative environmental impacts (both direct and indirect) of the proposed action and other related projects be discussed, including the potential secondary effects. Although the proposed development is represented to be self-contained and not related to any other project, we believe that the discussion in section 6.4, *Secondary and Cumulative Impacts*, in the DEIS (p. 6-3) is inadequate as it does not examine the potential impacts of the proposed development in conjunction with existing and planned uses in the area that do or will utilize the region's infrastructure and services regardless of their relationship with the proposed development.

Response: Section 7.4, *Secondary and Cumulative Impacts* has been expanded to include a discussion of other development projects on the Waianae Coast (see also, Table 20). The other projects involve housing or community facilities, making the Nanakuli Community Baseyard distinctive as an employment-oriented development. Further, because these projects are either completed or already under construction, it is unlikely that the proposed action will conflict with other near-term uses for the region's infrastructure and services.

5. In accordance with §11-200-17(k), HAR, a description of all irreversible and irretrievable commitments of resources that would be involved in the proposed action should it be implemented should be provided. This description should address the possibility of environmental accidents resulting from any phase of the action. While we acknowledge that the issue of hazardous wastes (including their handling, storage, treatment, transport, and disposal), their potential impact on the environment, and measures to mitigate such impact are addressed in section 4.15.4, *Solid Waste Disposal Facilities*, we request that such discussion also be included in section 6.5, *Irreversible and Irretrievable Commitments of Resources*.

Response: Discussion of hazardous wastes has been added to Section 7.5, *Irreversible and Irretrievable Commitments of Resources*.

6. In accordance with §11-200-17(n), HAR, a separate and distinct section that summarizes unresolved issues, including a discussion of how such issues will be resolved prior to commencement of the action or of the overriding reasons to proceed without resolution of the issue, should be provided. We note that the U.S. Navy's authorization to extend access to Petitioner and its buyers to use the Lualualei Naval Access Road remains an outstanding issue to the extent that the form of the definitive access agreement has not been agreed upon. A timeframe of when such agreement is anticipated to be reached in relation to the development schedule of the proposed action should be provided. We suggest that the July 6, 2009 letter from the U.S. Navy Region Hawaii Commander to Petitioner transmitting a written offer for an annual license agreement, with the possibility of automatic extensions to use the access road, be provided in the interest of full disclosure.

Response: Correspondence related to use of Lualualei Naval Access Road between the Navy and Tropic Land is included in Appendix K.

7. In accordance with §11-200-17(p), HAR, the DEIS should include a separate and distinct section that contains reproductions of all substantive comments and responses made during the EISPN consultation process. Review of the DEIS indicates that while Chapter 8 includes comments on the EISPN, the individual responses to each comment are not included. Please ensure that the Final EIS includes these responses.

Response: Chapter 8 of the FEIS includes reproductions of letters commenting on the DEIS and responses.

8. In the DEIS, there are numerous references to the terms potable water and non-potable water. We request that it be replaced by the term drinking water and non-drinking water, respectively. We have been advised that although potable water has generally been used to mean drinking water, the Department of Health (DOH) uses the latter term specifically to indicate water for human consumption that is derived from surface water and/or groundwater and is regulated by the DOH pursuant to chapter 11-20, HAR.

Response: The term “potable water” has been replaced by “drinking water,” and the term “non-potable water” has been replaced by “non-drinking water.” These changes have been made throughout the FEIS.

We appreciate your participation in the environmental review process.

Sincerely,  
KIMURA INTERNATIONAL, INC.



Glenn T. Kimura  
President

Cc: Arick Yanagihara, Tropic Land LLC



LINDA LINGLE  
GOVERNOR OF HAWAII

AB  
DA-10-121



LAURA H. THIELEN  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

November 25, 2009

MEMORANDUM

*FROM:*

**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 -

2009 NOV 25 P 3:21  
RECEIVED  
OFFICE OF CONSERVATION  
& COASTAL LANDS  
DEPT. OF LAND & NATURAL RESOURCES  
STATE OF HAWAII

*To:* FROM: *ja* Morris M. Atta *Charlene*  
 SUBJECT: Draft Environmental Impact Statement for Nanakuli Community Baseyard  
 LOCATION: Island of Oahu  
 APPLICANT: Kimura International, Inc. on behalf of Tropic Land LLC

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by January 3, 2010.

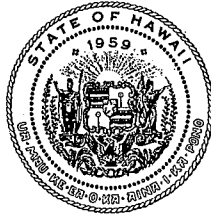
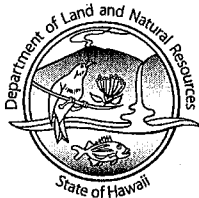
If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

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

Signed: *[Signature]*  
Date: *12-3-09*

LINDA LINGLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
OFFICE OF CONSERVATION AND COASTAL LANDS  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

LAURA H. THIELEN  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUJI  
FIRST DEPUTY

KEN C. KAWAHARA  
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

REF:OCCL:AB

Correspondence: OA 10-121

**MEMORANDUM**

TO: Morris M. Atta, Administrator  
Land Division

FROM: Samuel J. Lemmo, Administrator  
Office of Conservation and Coastal Lands

A large, stylized handwritten signature in black ink, appearing to read "Samuel J. Lemmo".

SUBJECT: Draft Environmental Impact Statement for Nānākuli Community Baseyard  
LOCATION: Nānākuli, O'ahu, TMK: (1) 8-7-009:002  
APPLICANT: Kimura International, Inc., on behalf of Tropic Land LLC

The Department of Land and Natural Resources (DLNR) Office of Conservation and Coastal Lands (OCCL) has reviewed the Draft Environmental Impact Statement (DEIS) for the Nānākuli Community Baseyard project, located in Nānākuli, O'ahu, TMK: (1) 8-7-009:002.

The OCCL notes that a portion of the subject property appears to be located in the Conservation District, Limited subzone, subject to Hawai'i Administrative Rules (HAR), Chapter 13-5 Conservation District.

According to the applicant's information, the proposed industrial park will not be located in the State Conservation District portion of the property. However, on page 4-5 of the DEIS, the applicant states: "To mitigate adverse impacts from falling rocks, a 100-foot wide buffer has been set aside along the entire mauka boundary of the industrial park. This buffer has not been designed at this point, but is conceived as an unlined channel with possible fencing to catch falling rocks and debris." OCCL asks that the applicant clarifies whether this buffer extends into the State Conservation District portion of the property or not. If the proposed buffer area is located in the State Conservation District, the applicant should contact OCCL to determine whether approval or permit will be required for the proposed use.

Should you have any questions, contact Audrey Barker of our office at (808) 587-0316 or [audrey.t.barker@hawaii.gov](mailto:audrey.t.barker@hawaii.gov).



KIMURA INTERNATIONAL INC.

April 16, 2010

Mr. Samuel J. Lemmo  
Administrator  
Office of Conservation and Coastal Lands  
P.O. Box 621  
Honolulu, HI 96809

Dear Mr. Lemmo:

**Comments on the Draft Environmental Impact Statement  
Nanakuli Community Baseyard, Oahu, Hawaii  
Portion of TMK: (1) 8-7-009: 002**

Thank you for your comments on the Draft Environmental Impact Statement submitted by memorandum [Ref: OA 10-121]. As planning consultant to the project owner, Tropic Land LLC, we have been asked to respond to questions and, where appropriate, summarize and clarify the comments made.

Question: OCCL asks that the applicant clarifies whether this buffer (for rockfall mitigation) extends into the State Conservation District portion of the property or not.

Response: All proposed development, including the 100-foot wide mauka buffer strip, will occur outside the State Conservation District. No part of the project area extends into the Conservation District.

We appreciate your participation in the environmental review process.

Sincerely,  
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura  
President

Cc: Arick Yanagihara, Tropic Land LLC  
Dan Davidson, Land Use Commission

1600 Kapiolani Blvd., Suite 1610  
Honolulu, HI 96814  
Tel: 808 944-8848 • Fax: 808 941-8999

LINDA LINGLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION  
601 KAMOKILA BOULEVARD, ROOM 555  
KAPOLEI, HAWAII 96707

LAURA H. THIELEN  
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RUSSELL Y. TSUJI  
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ENGINEERING

FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

December 3, 2009

Dan Davidson, Executive Officer  
Land Use Commission  
235 S Beretania Street, Room 406  
Honolulu, Hawai'i 96813

LOG NO: 2009.4589  
DOC NO: 0912NM07  
Archaeology

Dear Mr. Davidson:

**SUBJECT: Chapter 6E-42 Historic Preservation Review –  
Nanakuli Community Baseyard  
Lualualei Ahupua'a, Wai'anae District, Island of O'ahu  
TMK: (1) 8-7-009:002**

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Thank you for the opportunity to review the aforementioned project, which we received on November 23, 2009. We apologize for the long delay in response. The proposed undertaking involves a 96-acre potential industrial park.

Cultural Surveys Hawaii surveyed a 170-acre project area surveyed (Hammatt *et al.* 1993. *An Archaeological Inventory Survey of a 170-acre Parcel in the Ahupua'a of Lualualei, Wai'anae District, Island of O'ahu.* [TMK: 8-7-9: portion 2; 8-7-10; 8-7-19: portion 1] SHPD Rpt No. O-792). The Hammatt *et al.* (1993) was accepted by this office in a letter (LOG NO: 10208, DOC NO: 9311EJ32) dated December 1, 1993.

There are four archaeological sites within the 96 acre project area. These are: site -4370, remnants of a historic ranching house lot, site -4367, a historic wall segment, site -4373., an incinerator belonging to the ranching and military period and site -4372, a foundation belonging to the ranching era. As stated in a letter (LOG NO: 9258, DOC NO: 9308ej17) dated September 7, 1993, we believe these sites have been adequately documented in the Hammatt *et al.* (1993) inventory survey. However, one archaeological site, SIHP NO. 50-80-08-4366 identified during the Hammatt *et al.* (1993) study was recommended for preservation. Site -4366 does not lie within the current APE, and thus, we believe it will not be impacted by the proposed undertaking.

Therefore, we believe the current undertaking will have "no effect" on historically-significant resources. However, should the APE or the scope of work for the proposed undertaking change, or if other portions of the subject parcel are to be developed, proactive archaeological mitigation (*e.g.* preservation plan for site -4366) will be required.



KIMURA INTERNATIONAL INC.

April 16, 2010

Dr. Pua Aiu, Administrator  
State Historic Preservation Division  
601 Kamokila Boulevard, Room 555  
Kapolei, HI 96707

Dear Dr. Aiu:

**Comments on the Draft Environmental Impact Statement  
Nanakuli Community Baseyard, Oahu, Hawaii  
Portion of TMK: (1) 8-7-009: 002**

Thank you for your comments on the Draft Environmental Impact Statement submitted by letter dated December 3, 2009.

As planning consultant to the project owner, Tropic Land LLC, we acknowledge your finding that the proposed light industrial park—the current undertaking—will have “no effect” on historically significant resources.

We appreciate your participation in the environmental review process.

Sincerely,  
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura  
President

Cc: Arick Yanagihara, Tropic Land LLC  
Dan Davidson, Land Use Commission



UNIVERSITY  
of HAWAII  
MĀNOA

January 8, 2010  
RE: 0796

Mr. Arick Yanagihara  
Tropic Land LLC  
1001 Bishop Street, Suite 2690  
Honolulu, HI 96813

Dear Mr. Yanagihara:

Draft Environmental Impact Statement  
Nanakuli Community Baseyard  
Lualualei, Oahu

Tropic Land LLC proposes to develop an industrial baseyard on 96 acres of land off of Lualualei Naval Access Road near Nanakuli. The proposed industrial baseyard will be comprised of approximately 41 lots averaging two acres each. The proposed plan also calls for 30-foot wide buffers along Lualualei Naval Access Road, 2.4 acres of green space surrounding Ulehawa Stream, 15-foot setbacks along the northern and southern borders of the project site, and a rockfall and drainage buffer of 100 feet along the mauka edge of the project site. The applicant is seeking a change in zoning for the 96 acres – from P-2 Preservation to I-1 Industrial. The industrial baseyard will be developed under a condominium form of ownership with individual lots and common ownership of internal roads and infrastructure.

This review was conducted with the assistance of Mark Merlin, Botany Department; and Ryan Riddle, Environmental Center.

**General Comments**

We laud the preparer of the draft environmental impact statement (DEIS) for the number and clarity of the maps included in the document. We found them easy to read and good visual adjuncts to the text. We did, however, find the text to be very repetitive. The readability of this DEIS could be improved if some of the repetition could be eliminated. An example of the repetition occurs on page 4-21. The paragraph after the section heading, "4.8 Archaeological ....." is identical to the very next paragraph under the section heading "Existing Conditions". Another example is on page 2-2. The paragraph beginning with "Among the notable aspects...." contains much of the same information that is listed in the third paragraph on the previous page. The first paragraph under the section heading "Employment and Income" on page 4-41 contains the same information stated on page 2-1 and 2-2.

January 8, 2010

Page 2

In addition to our general comments we also have several specific comments.

**Agriculture (p. Summary-2)**

In this section the DEIS mentions that the project lands have not been cultivated since the 1980s. Later in the document however, the DEIS mentions, in section 4.14 (p. 4-43) that the cessation of sugar cane production occurred in the early 1900s then states that "Since then, the property has remained largely vacant and unused." What agricultural uses took place at or in the immediate vicinity of the project site between 1900 and 1980?

**Steps in the Environmental Review and Implementation Process (p. 1-7)**

In paragraph two of Section 1.5 "DES" should be *DEIS*.

**Industrial Market Analysis (pp. 2-1 - 2-2)**

In the second to the last paragraph on page 2-2 the DEIS discusses Oahu's industrial marketplace. In the next to the last sentence of that paragraph the DEIS says, "Typically, normal equilibrium between supply and demand is reflected by an overall vacancy rate of, say 5%." Is the 5% figure an estimate or is it in fact considered an industry guideline? The use of the word "say" would seem to indicate that this is just an estimate of the normal equilibrium figure, making the comparison with the 3% figure for Oahu, mentioned in the next sentence less precise.

**Industrial Land Use Demand Forecasts (pp. 2-6 - 2-7)**

At the bottom of page 2-6 and the top of page 2-7 the DEIS discusses three forecasts for industrial land use demand within the Waianae planning area and the ability of the region to absorb the introduction of 70 acres of additional industrial land. It would be helpful if the DEIS discussed other possible industrial projects in development in the region. This information would allow for a more complete evaluation of the ability of the region to absorb this type of land use.

**Soil Erosion (pp. 4-5 - 4-6)**

Waianae is a very dry area with pronounced wet and dry cycles, as the DEIS points out. The dry cycle corresponds to the summer months, while the wet weather occurs during the winter. Could one of the Best Management Practices (BMPs) listed on pages 4-5 and 4-6 be to schedule most of the grading in the dry summer months? Grading during dry times will greatly reduce the chance of large scale sedimentation occurring after a rain storm.

January 8, 2010

Page 3

### **Vegetation Resources (p. 4-15 – 4-16)**

It is customary to include the scientific name for a species in addition to the common name in order to reduce confusion stemming from a species holding multiple common/regional names. We would find it helpful if the authors would reproduce the table of listed plant species (Table 1 in appendix report D) here in this part of the DEIS and the table of avian species on page 4-17 (Table 2 in appendix report D). Tables are a great way to summarize results. Having them here in the text would negate the need for the reader to go to another section of the document to find the results of the flora and fauna surveys.

It is not clear from the text of the DEIS in the second to the last paragraph in this section what Unit 15 is. What endangered species habitat does Unit 15 refer to?

Also, the word "site" in the second paragraph of this section should either be "survey" or "transect."

### **Potential Impacts and Mitigation Measures (p. 4-18)**

There is a misprint in the second paragraph of this section: "changes on changes."

### **Potential Impacts and Mitigation Measures (p. 4-21)**

In this section the DEIS discusses agricultural lands and the availability of "more affordable options with better access to irrigation water resources than are present on the Waianae Coast". What is the extent of available agricultural land on the Waianae Coast?

### **Visual Simulations – Figure 18 (p. 4-38)**

The overhead and street-level visual simulations should include symbology to mark geographic orientation with regard to due north.

### **Demographics (p. 4-42)**

In this section the DEIS states "The proposed development is not expected to affect the number of residents or the demographic characteristics of people who live in the area." While the possible demographic change may not be significant, there is the possibility that companies may relocate from other parts of the island to the Nanakuli facility bringing with them workers already employed who could move to the Waianae coast.

### **Long-term Employment (p. 4-42)**

What types of companies are likely to locate at the industrial park? Will they be new companies or existing companies relocating from other parts of the island to Nanakuli for some competitive or fiscal reason? What are the different impacts on long-term employment and demographics if the tenants are



January 8, 2010

Page 4

mostly transplanted companies from other parts of Oahu as opposed to new companies starting in the proposed baseyard?

**Surrounding Land Uses (p. 4-43)**

This section should mention the number and placement of residential dwellings in the immediate vicinity of the project area. While there may not be many residential structures nearby, it would help in evaluating such things as noise and visual impacts.

**Community Values (p. 5-19)**

In several sections of the DEIS, most notably here and on page 4-42, the documents state that the project will be an employment center offering well paid jobs. What types of jobs do the project's proposers foresee being created by the proposed project?

**EIS Preparers (Section 9-1)**

We could not find section 9-1, "EIS Preparers," in the copy of the DEIS that we were given. Perhaps we missed it in our review. If this is our mistake then we apologize for bringing it to your attention. If this section is missing, please place it in the final EIS.

Thank you for the opportunity to review and comment on this DEIS.

Sincerely,



Peter Rappa

Environmental Review Coordinator

cc: OEQC  
Dan Davidson, LUC  
Glenn Kimura, Kimura International  
Chittaranjan Ray, WRRC  
Mark Merlin  
Ryan Riddle



KIMURA INTERNATIONAL INC.

April 16, 2010

Mr. Peter Rappa  
Environmental Review Coordinator  
University of Hawaii at Manoa  
2500 Dole Street, Krauss Annex 19  
Honolulu, HI 96822

Dear Mr. Rappa:

**Comments on the Draft Environmental Impact Statement  
Nanakuli Community Baseyard, Oahu, Hawaii  
Portion of TMK: (1) 8-7-009: 002**

Thank you for your comments on the Draft Environmental Impact Statement submitted by letter dated January 8, 2010. As planning consultant to the project owner, Tropic Land LLC, we have been asked to respond to questions and, where appropriate, summarize and clarify the substantive comments.

**Agriculture**

What agricultural uses took place at or in the immediate vicinity of the project site between 1900 and 1980?

Response: Interviews were conducted with three people who have first-hand knowledge of and/or experience with farming activities on the project site. Their statements have been appended to the FEIS (Appendix L). The historical information dates back approximately 60 years, during which the site accommodated two small truck farms. The Araki farm lasted for approximately 25 years on 17 acres, followed by the brief tenure of the Higa farm which ceased operations in 1988. The truck farms experimented with corn, watermelon, round onions, bell peppers, cucumber, tomatoes, and green onions. The Arakis tried a variety of intensive farming methods and diversified by herding goats and keeping beehives. No crop was successful due to adverse growing conditions. Although the Arakis operated successful farms in Makaha—both before and after their Lualualei experience—farming on the project site was unprofitable.

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## **Industrial Market Analysis**

In the second to the last paragraph on page 2-2, the DEIS discusses Oahu's industrial marketplace. In the next to the last sentence of that paragraph, the DEIS says, "Typically, normal equilibrium between supply and demand is reflected by an overall vacancy rate of, say, 5%." Is the 5% figure an estimate or is it in fact considered an industry guideline? The use of the word "say" would seem to indicate that this is just an estimate of the normal equilibrium figure, making the comparison with the 3% figure for Oahu, mentioned in the next sentence less precise.

Response: A 5% vacancy factor is considered a general "rule of thumb" or "industry guideline." Because it is a guideline (as opposed to a proven fact), the term "say" has been inserted so as not to mislead the reader as to the absolute certainty of the number. At an overall vacancy rate of 5%, the marketplace is considered to provide sufficient opportunity for supply and demand to interact normally in order to satisfy near-term movements or changes in the marketplace without unduly impacting the market pricing point.

## **Industrial Land Use Demand Forecasts**

At the bottom of page 2-6 and top of page 2-7, the DEIS discusses three forecasts of industrial land use demand within the Waianae planning area and the ability of the region to absorb the introduction of 70 acres of additional industrial land. It would be helpful if the DEIS discussed other possible industrial projects in development in the region.

Response: A more direct indication of the region's ability to absorb industrial land is provided by the 21 businesses that have expressed interest in acquiring one or more units in Nānākuli Community Baseyard. Because Tropic Land intends to offer units in the industrial park for sale on a condominium basis, Tropic Land cannot offer units for sale until the Real Estate Commission has issued a Condominium Public Report for the project. Nevertheless, these businesses have already expressed serious interest in the project and provided contact information should the project proceed.

## **Soil Erosion**

Waianae is a very dry area with pronounced wet and dry cycles, as the DEIS points out. The dry cycle corresponds to the summer months, while the wet weather occurs during the winter. Could one of the Best Management Practices (BMPs) listed on pages 4-5 and 4-6 be to schedule most of the grading in the dry summer months?

Response: Given the possibility of dry conditions throughout the year, one of the BMPs is to provide for water sprinkling in the construction zone, as needed.