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IN REPLY REFER TO:
AIR-EP
21.0010

February 1, 2021

TO: KEITH KAWAOKA
ACTING DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
DEPARTMENT OF HEALTH

FROM: JADE T. BUTAY 
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT AND ANTICIPATED FINDING
OF NO SIGNIFICANT IMPACT FOR MILLION AIR – KALAELOA
AIRPORT FIXED BASE OPERATION AND FUEL FARM FACILITY,
KALAELOA, OAHU, HAWAII
TAX MAP KEYS: (1) 9-1-013:032 (POR.) AND 076 (POR.)

The State of Hawaii, Department of Transportation, Airports Division, hereby transmits the Draft Environmental Assessment and Anticipated Finding of No Significant Impact (DEA-AFNSI) for a proposed Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility project, situated in Kalaeloa, on the island of Oahu, for publication in the next available edition of the Environmental Notice.

Simultaneous with this memo, we will provide your office with the required information and files concerning the DEA, along with a PDF-formatted electronic copy of the DEA-AFNSI, via the Office of Environmental Quality Control's online submission platform.

Please contact Mr. Herman Tuiolosega, Head Planner at 838-8810 or by email to herman.tuiolosega@hawaii.gov, if you have any questions.

Enclosure: Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility DEA

c: Mr. Scott Freeman, Freeman Holdings of Hawaii, LLC DBA Million Air Honolulu

21 - 111

From: webmaster@hawaii.gov
To: [HI Office of Environmental Quality Control](#)
Subject: New online submission for The Environmental Notice
Date: Monday, February 1, 2021 2:19:21 PM

Action Name

Million Air - Kalaeloa Airport FBO and Fuel Farm Facility

Type of Document/Determination

Draft environmental assessment and anticipated finding of no significant impact (DEA-AFNSI)

HRS §343-5(a) Trigger(s)

- (1) Propose the use of state or county lands or the use of state or county funds

Judicial district

‘Ewa, O‘ahu

Tax Map Key(s) (TMK(s))

(1) 9-1-013:032 (por.); (1) 9-1-013:076 (por.)

Action type

Applicant

Other required permits and approvals

Numerous

Discretionary consent required

HCDA Development Permit

Approving agency

State of Hawaii, Department of Transportation, Airports Division

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Yes

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Action summary

The proposed action involves construction of a Fixed Base Operation (FBO) and Fuel Farm facility located on adjacent sites at the Kalaeloa Airport (JRF). The proposed FBO will provide aviation services, such as parking and hangar space, to the general aviation (GA) community. Conceptually, the proposed program may consist of approximately 30,000 SF for a GA aircraft hangar; approximately 8,000 SF for a two-story office area; and approximately 2,000 SF for a ground service maintenance area. Fuel will be provided at the proposed Fuel Farm facility, which is anticipated to encompass up to eight (8) 30,000-gallon Jet A Fuel above-ground, horizontal storage tanks. Also proposed for storage at the Fuel Farm facility is up to one (1) 15,000-gallon Aviation gas (Avgas) tank, two (2) 500-gallon diesel tanks, and two (2) 500-gallon gas tanks used by various motor vehicles (mogas).

Reasons supporting determination

Refer to Chapter 6 of the Draft EA.

Attached documents (signed agency letter & EA/EIS)

- [AIR-EP-21.0010-DEA-AFNSI-for-Million-Air-Kalaeloa-Airport-Fixed-Based-Operation-and-Fuel-Farm-Facility-signed.pdf](#)
- [20210201_Draft-EA_Kalaeloa-Airport-FBO-and-Fuel-Farm-Facility.pdf](#)

Action location map

- [JRF_FBOandFF_ProjectSite.zip](#)

Authorized individual

Rebecca Candilasa

Authorization

- The above named authorized individual hereby certifies that he/she has the authority to make this submission.



Draft Environmental Assessment

Million Air – Kalaeloa Airport

Fixed Base Operation and Fuel Farm Facility

Kalaeloa, Oahu, Hawaii

Freeman Holdings of Hawaii, LLC
DBA Million Air Honolulu

February 2021
Wilson Okamoto Corporation

DRAFT ENVIRONMENTAL ASSESSMENT

Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility

Kalaeloa, Oahu, Hawaii
TMKs: (1) 9-1-013:032 (por.) and 076 (por.)

Prepared For:

Freeman Holdings of Hawaii, LLC
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WOC Job No. 10613-01

February 2021

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LIST OF ACRONYMS USED

The following is a list of acronyms and abbreviations used in this Environmental Assessment (EA).

AFNSI	Anticipated Finding of No Significant Impact
ASOS	Automated Surface Observing System
BMP	Best Management Practices
CCH	City and County of Honolulu
CFR	Code of Federal Regulations
CLEAN	Comprehensive Long-Term Environmental Action Navy
CO	Carbon Monoxide
CR	Coral outcrop
CY	Calendar Year
CZM	Coastal Management Zone
dBA	A-weighted Decibels
DBA	Doing business as
DEA	Draft Environmental Assessment
DNL	Day-Night Average Sound Level
DOH	State of Hawaii Department of Health
DOI	U.S. Department of the Interior
DP	Development Plan
DPP	City and County of Honolulu Department of Permitting and Planning
DPR	City and County of Honolulu Department of Parks and Recreation
EA	Environmental Assessment
EIS	Environmental Impact Statement
ENV	City and County of Honolulu Department of Environmental Services
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FBI	Federal Bureau of Investigation
FBO	Fixed Base Operator
FEA	Final Environmental Assessment
FEIS	Final Environmental Impact Statement
FIRM	Flood Rate Insurance Map
FONSI	Finding of No Significant Impact
GA	General Aviation
GHG	Greenhouse Gas Emissions
H ₂ S	Hydrogen Sulfide
HAR	Hawaii Administrative Rules
HCDA	Hawaii Community Development Authority
HDOT	State of Hawaii Department of Transportation
HDOT-A	State of Hawaii Department of Transportation-Airports Division
HECO	Hawaiian Electrical Company
HFD	Honolulu Fire Department
HIRL	High Intensity Runway Lights
HNG	Hawaii National Guard

HNL	Daniel K. Inouye International Airport
HPD	Honolulu Police Department
HRS	Hawaii Revised Statutes
IBC	International Building Code
INM	Integrated Noise Model
IPCC	Intergovernmental Panel on Climate Change
JRF	Kalaeloa Airport
KCDD	Kalaeloa Community Development District
LUO	Land Use Ordinance
MCAS	Marine Corps Air Station
mgd	Million Gallons Per Day
MS4	System of Conveyances that discharges to Waters of U.S.
NAAQS	National Ambient Air Quality Standards
NAS	Naval Air Station
NDB	Nondirectional beacon
NMFS	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NPV	Net Present Value
NOAA	National Oceanic and Atmosphere Administration
NO ₂	Nitrogen Dioxide
NRHP	National Register of Historic Places
O ₃	Ozone
PAR	Precision approach radar
Pb	Lead
PCB	Polychlorinated biphenyls
POIs	Points of Interest
ROH	Revised Ordinances of Honolulu
SF	Square feet
SHPD	State Historic Preservation Division
SIC	Standard Industrial Classifications
SLR-XA	Sea level rise exposure area
SMA	Special Management Area
SMP	Special Management Area Use Permit
SO ₂	Sulfur Dioxide
TACAN	Tactical air navigational
TMK	Tax Map Keys
TSA	Transportation Security Administration
UBC	Uniform Building Code
UH	University of Hawaii
UIC	Underground Injection Control
USCG	U.S. Coast Guard
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
WWTP	Wastewater Treatment Plant

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PREFACE

This Draft Environmental Assessment – Anticipated Finding of No Significant Impact (DEA-AFNSI) has been prepared pursuant to Chapter 343, Hawaii Revised Statutes (HRS), and Title 11, Chapter 200.1, Hawaii Administrative Rules (HAR), Department of Health, State of Hawaii.

As prescribed by HRS §343-5(c) and HAR §11-200.1-9, this Environmental Assessment (EA) is required because the proposed “Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility” project, herein referred to as the “Proposed Action”, constitutes an “Applicant Action” involving the use of State lands by the applicant. The “Applicant” is Freeman Holdings of Hawaii, LLC, DBA Million Air Honolulu, and the “Approving Agency” is the State of Hawaii, Department of Transportation, Airports Division (HDOT-A). HDOT-A will be responsible for determining the significance of potential environmental impacts.

Prior to this EA, it was anticipated that the proposed action could be exempted from preparing an EA, pursuant to the Hawaii Environmental Policy Act (HEPA). On September 30, 2020, early consultation was conducted to obtain input from other agencies and stakeholders with jurisdiction or expertise on the exemption in accordance with HAR §11-200.1-17(b). A range of written responses to this inquiry were received and responded to and are appended to this Draft EA.

Upon review of the request to declare the project exempt, however, HDOT-A determined, through its judgment and experience, that the project would not be eligible for an exemption and required the Applicant to prepare this EA. Furthermore, HDOT-A determined that the previously conducted consultation effort would serve to fulfill the early consultation requirements for this subject EA, pursuant to HAR §11-200.1-18(a). HDOT-A anticipates a Finding of No Significant Impact (FONSI) following public review of this EA.

An approximately 26.4-acre portion of the southern end of Kalaeloa Airport is located within the City and County of Honolulu Special Management Area (SMA). The project site is not located within the SMA. Consequently, an SMA Use Permit (SMP) will not be required for the construction of the proposed action.

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SUMMARY

Project Name:	Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility
Project Applicant:	Freeman Holdings of Hawaii, LLC, DBA Million Air Honolulu
Approving Agency:	State of Hawaii, Department of Transportation, Airports Division (HDOT-A)
Location:	Kalaeloa Airport (JRF), Kalaeloa, Oahu, Hawaii
Tax Map Keys (TMKs):	(1) 9-1-013:032 (por.) and 076 (por.)
Recorded Fee Owner:	HDOT-A
Existing Use:	The proposed Fixed-Base Operation (FBO) site is located on a pre-disturbed developed area, while the proposed Fuel Farm site is situated on a previously disturbed and assessed area within the JRF site. The existing JRF Airport Layout Plan outlines that the FBO and Fuel Farm sites are designated for General Aviation (GA) use. The proposed action is consistent with the designated use.
Land Use Classification:	Urban
Flood Zone:	Zone D
Airport Zoning:	The entire project site is in the Airports horizontal zone, pursuant to Hawaii Administrative Rules, §19-12-4 and §19-12-5, as authorized by Hawaii Revised Statutes, Chapter 262-3, the Airport Zoning Act. All HDOT-A lessees at JRF support the State of Hawaii airports system.
Special Management Area:	An approximately 26.4-acre portion of the southern end of JRF is located within the City and County of Honolulu Special Management Area (SMA). The project site is not located within the SMA. Consequently, an SMA Use Permit (SMP) will not be required for the construction of the proposed action.
County Zoning Designation:	City and County of Honolulu Department of Planning and Permitting (DPP) zoning data indicates that the project site lies within the Military and Federal District (F-1), under the jurisdiction of the

State's Hawaii Community Development Authority (HCDA) within its Kalaeloa Community Development District (KCDD).

Proposed Action:

Freeman Holdings of Hawaii, LLC, DBA Million Air Honolulu, herein referred to as the "Applicant", proposes to construct a Fixed Base Operation (FBO) and Fuel Farm facility on adjacent sites at JRF. The term FBO refers to a commercial enterprise that has been granted the right by an airport authority to operate on that airport and provide aviation services, such as fuel, parking and hangar space, to the GA community.

The proposed FBO is envisioned as a pre-engineered metal and glass building measuring approximately 50 feet high, 310 feet long, and 140 feet wide. An associated parking area with approximately 100 stalls will also be provided. Within the building, there will be approximately 40,000 Square Feet (SF) of programmable space for GA use. Conceptually, the proposed program may consist of approximately 30,000 SF for a GA aircraft hangar; approximately 8,000 SF for a two-story office area that may include uses such as an executive airport terminal/lobby, conference room, pilot lounge and theater rooms, quiet rooms, café/refreshment area, and associated offices spaces; and approximately 2,000 SF for a ground service maintenance area intended as an equipment storage and service area for all vehicles servicing the air operations of the FBO. A hangar door approximately 150 feet wide by 28 feet high on the ramp side of the facility will provide runway access to GA aircraft and service vehicles.

The proposed Fuel Farm facility is anticipated to encompass up to eight (8) 30,000-gallon Jet A Fuel above-ground, horizontal storage tanks with associated access stairs and catwalks. The total potential gross storage capacity of this Fuel Farm facility is projected to amount to 240,000 gallons. In addition, two (2) Jet A Fuel offloading skids are proposed. These skids will include a pump, filtration elements, relaxation chamber, flow meter, control valve, and an offloading hose. Also proposed is one (1) 15,000-gallon Aviation gas (Avgas) tank, two (2) 500-gallon diesel tanks, and two (2) 500-gallon tanks used by various motor vehicles (mogas). The Avgas, diesel, and mogas tanks will each have offloading and loading capabilities. A sized concrete containment area will be built for all the storage tanks and includes access stairs, containment drains, and an intermediate diked wall. A circular vehicle drive path will be used for access around the tank containment area. For drainage, a stormwater system for non-contact and contact water, including collection and infiltration will be installed. For safety reasons, an 8-foot tall security fence will be

installed around the lease lot line with a sliding entrance gate for access.

Impacts: Short-term construction-related impacts will be fugitive dust, noise, and construction-related traffic. In the long-term, noise from aircraft operations will not change or affect sensitive land uses outside JRF boundaries. The project site will not extend into the areas occupied by former U.S. Navy structures that are eligible for listing on the National Register of Historic Places.

Anticipated Determination: Finding of No Significant Impact (FONSI)

Early Consultation: Prior to this EA, it was anticipated that the proposed action could be exempted from preparing an EA pursuant to HAR §11-200.1-15. On September 30, 2020, early consultation was conducted to obtain input from other agencies and stakeholders with jurisdiction or expertise on the exemption in accordance with HAR §11-200.1-17(b). A range of written responses to this inquiry were received and responded to and are appended to this Draft EA.

Upon review of the request to declare the project exempt, however, HDOT-A determined, through its judgment and experience, that the project would not be eligible for an exemption and required the Applicant to prepare this EA. Furthermore, HDOT-A determined that the previously conducted consultation effort would serve to fulfill the early consultation requirements for this subject EA pursuant to HAR §11-200.1-18(a).

**Parties Consulted
During Early
Consultation:**

Federal Agencies

Federal Aviation Administration – Honolulu Airports District Office
U.S. Environmental Protection Agency
U.S. Army Corps of Engineers
U.S. Coast Guard – Air Station Barbers Point
U.S. Department of Homeland Security, TSA Pacific Airports
Coordination Center
U.S. Department of the Interior, Fish and Wildlife Service

State Agencies

Department of Accounting and General Services
Department of Agriculture
Department of Business, Economic Development and Tourism
Department of Business, Economic Development and Tourism,
Office of Planning

Department of Defense
Department of Defense, Hawaii Army National Guard
Department of Health
Department of Land and Natural Resources
Office of Hawaiian Affairs

City and County of Honolulu Agencies

Board of Water Supply
Department of Community Services
Department of Design and Construction
Department of Environmental Services
Department of Parks and Recreation
Department of Planning and Permitting
Department of Transportation Services
Honolulu Fire Department
Honolulu Police Department

Elected Officials

U.S. Senator Brian E. Schatz
U.S. Congressman Ed Case
State Senator Mike Gabbard
State Representative Sharon E. Har
City Councilmember Kymberly Marcos Pine

Utility Companies

Hawaiian Electric Company

Other Interested Parties and Individuals

Chairperson Jack Legal, Makakilo/Kapolei/Honokai Hale
Neighborhood Board No. 34
Chairperson John Whalen, Hawaii Community Development
Authority
Air Cargo Association of Hawaii
General Aviation Council of Hawaii
Hawaii Army National Guard
Hunt Companies

CHAPTER 1: INTRODUCTION

1. INTRODUCTION

1.1. Background

Kalaeloa Airport (JRF) was constructed in 1942, in the midst of World War II and occupies an area of approximately 752.240 acres in the central portion of the former U.S. Naval Air Station (NAS) at Barbers Point on the southwest coast of the Island of Oahu along the Ewa Plain and south of the Waianae Mountains (See Figure 1-1: Project Location Map). JRF has been conveyed to the State of Hawaii, Department of Transportation (HDOT), under a public benefit conveyance by the U.S. Navy, and encompasses airport/aviation support facilities, including three runways (two parallel runways and one crosswind) and the air traffic control tower, of the former NAS Barbers Point.

As a result of the 1993 Base Closure and Realignment Commission recommendation, NAS Barbers Point was to be closed on July 1, 1999. At the time of closure, NAS Barbers Point occupied 3,833 acres, which included 110 acres of non-contiguous lands at Kaula Island and Iroquois Point. Of the 3,833 acres, approximately 1,238 acres were retained by the U.S. Navy, including all the non-contiguous areas, approximately 1 acre was transferred to the West Oahu Community Credit Union, and 457 acres were transferred to other Federal agencies. Thus, about 2,137 acres of the NAS were declared surplus (land not being retained by the U.S. Navy or other federal agencies).

On October 8, 1996, the Barbers Point Redevelopment Commission adopted a final land use plan for the redevelopment of NAS Barbers Point which is described in the March 1997 Community Redevelopment Plan report. The Community Redevelopment Plan recommended use of a portion of the NAS for a general aviation reliever airport, aviation training, and an aviation component of the City's Life Safety Academy. The Plan for the airport continued to accommodate the requirements of the commercial airlines and military for an alternate landing site designation as well as use by the U.S. Coast Guard (USCG) and the Hawaii National Guard (HNG).

The State of Hawaii, Department of Transportation, Airport Division (HDOT-A), requested that the Redevelopment Commission recommends transfer of a portion of the NAS to the HDOT-A for use as a reliever airport, consistent with the Community Redevelopment Plan. The HDOT-A filed a formal application with the U.S. Navy for a public airport conveyance to use JRF as a general aviation reliever airport. The Federal Aviation Administration (FAA) was the sponsor for disposal of NAS Barbers Point as a public airport, in accordance with 49 U.S.C. 47151.

In 2002, the Hawaii Community Development Authority (HCDA) took responsibility from the Barbers Point Redevelopment Commission for development of the former NAS. HCDA prepared a new Kalaeloa Master Plan which was updated in 2006 to guide the future redevelopment of Kalaeloa. HDOT-A did not agree with a portion of the HCDA Master Plan which included the extension of Runway 4R to 11,000 feet to accommodate cargo aircraft at full fuel loadings. The

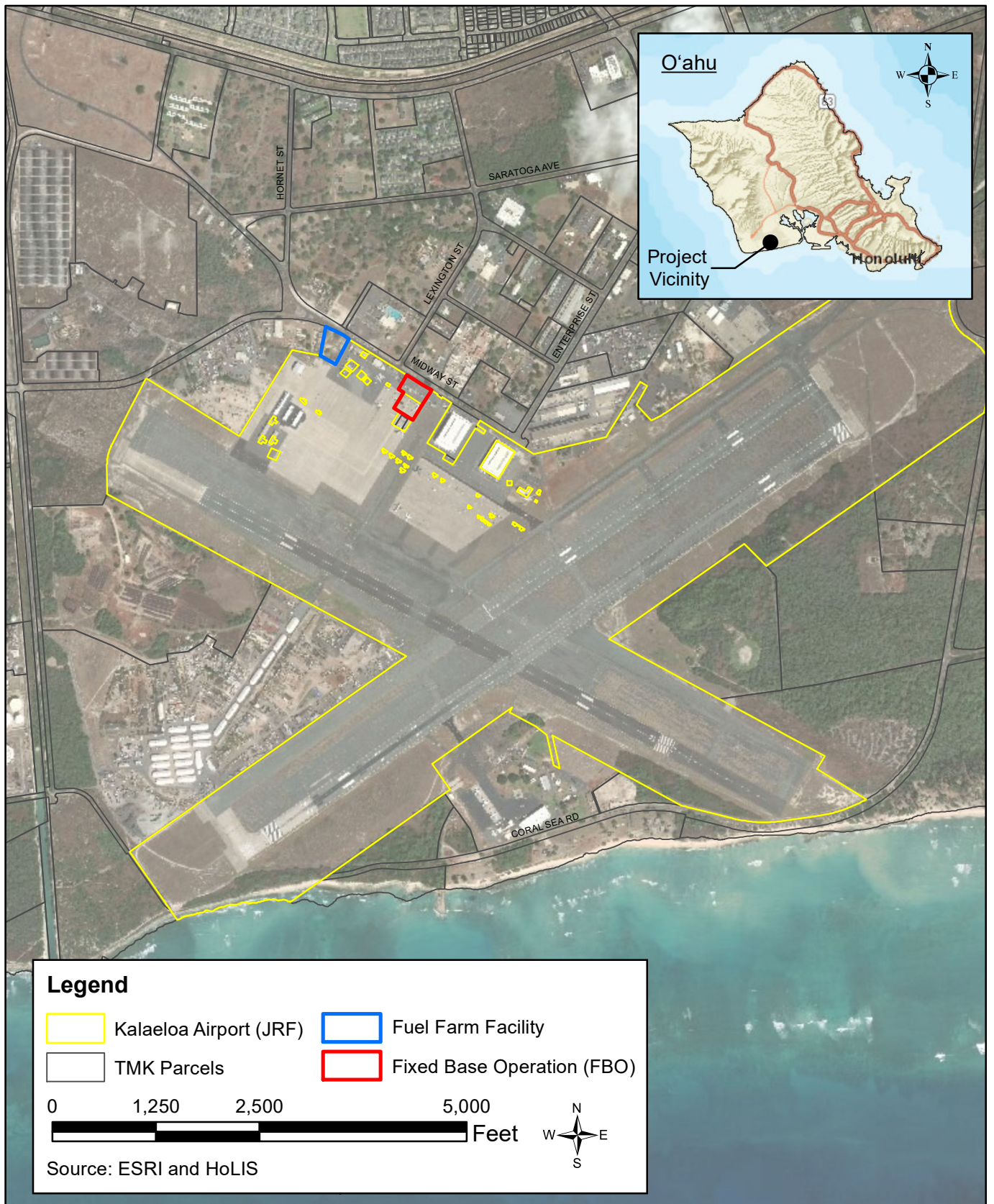


FIGURE 1-1
Project Location Map
Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii

HDOT-A opposed the runway extension as it would have required the relocation of Coral Sea Road which, in 1997, the HDOT-A had promised the communities would not be undertaken.

1.2. Project Location

JRF is located on the southwest coast of Oahu along the Ewa Plain and south of the Waianae Mountains, 8 nautical miles west of Daniel K. Inouye International Airport (HNL), and about 20 miles west of the center of the City of Honolulu. Accordingly, JRF is part of the Daniel K. Inouye International Airport (HNL) and JRF air transportation corridor. The reference point elevation at JRF is 33 feet mean sea level.

JRF and surrounding area are in the Airport Zone as authorized by the Airport Zoning Act, HRS, §262-3, and defined by HAR, §§19-12-4, 5 and 6.

The project site is comprised of two (2) adjacent lots that encompass a total area of approximately 263,589 square feet (SF), or 6.05 acres, identified as a portion of Tax Map Keys (TMKs): (1) 9-1-013: 032 and 076 on the grounds of JRF (See Figure 1-2: TMK Plat Map). The Fixed Base Operation (FBO) encompasses approximately 180,774 SF, or 4.15 acres, of disturbed land generally bounded by Midway Road to the north, JRF boundary to the west, Taxiway C to the south, and Taxiway C-2 to the east. It is currently developed with the concrete aircraft parking apron constructed by the U.S. Navy. According to previous geotechnical studies, the entire FBO site is covered with about 7 to 11 inches of concrete pavement. The Fuel Farm facility site encompasses 82,815 SF, or 1.90 acres of disturbed vacant land that was used by the military and evaluated in past environmental studies, and is located directly south of the T-intersection of Midway Street and Franklin Avenue. The Fuel Farm facility site is located approximately 630 feet west of the proposed FBO site. Both sites together are referred to collectively as the project site. Although the project site appears to be relatively flat, the topographic survey shows the project site is sloped towards the intersection of Taxiway C and Taxiway C-2, or to the southeast. Runway 11-29 lies to the south of the Taxiway C.

An approximately 26.4-acre portion of the southern end of JRF is located within the City and County of Honolulu Special Management Area (SMA) (See Figure 1-3: Special Management Area Map). The project site is not located within the SMA. Consequently, an SMA Use Permit (SMP) will be not required for the construction of the proposed action.

JRF is located in the State Urban Land Use District (See Figure 1-4: State Land Use District Map). According to the City and County of Honolulu Department of Planning and Permitting (DPP), the project site was zoned within the Military and Federal District (F-1) and was transferred to the HCDA who has zoning and land use jurisdiction over this project. The project site is within the HCDA's Kalaeloa Community Development District (KCDD) (See Figure 1-5: City and County of Honolulu Zoning Map, and Figure 1-6: Kalaeloa Community Development District Map).

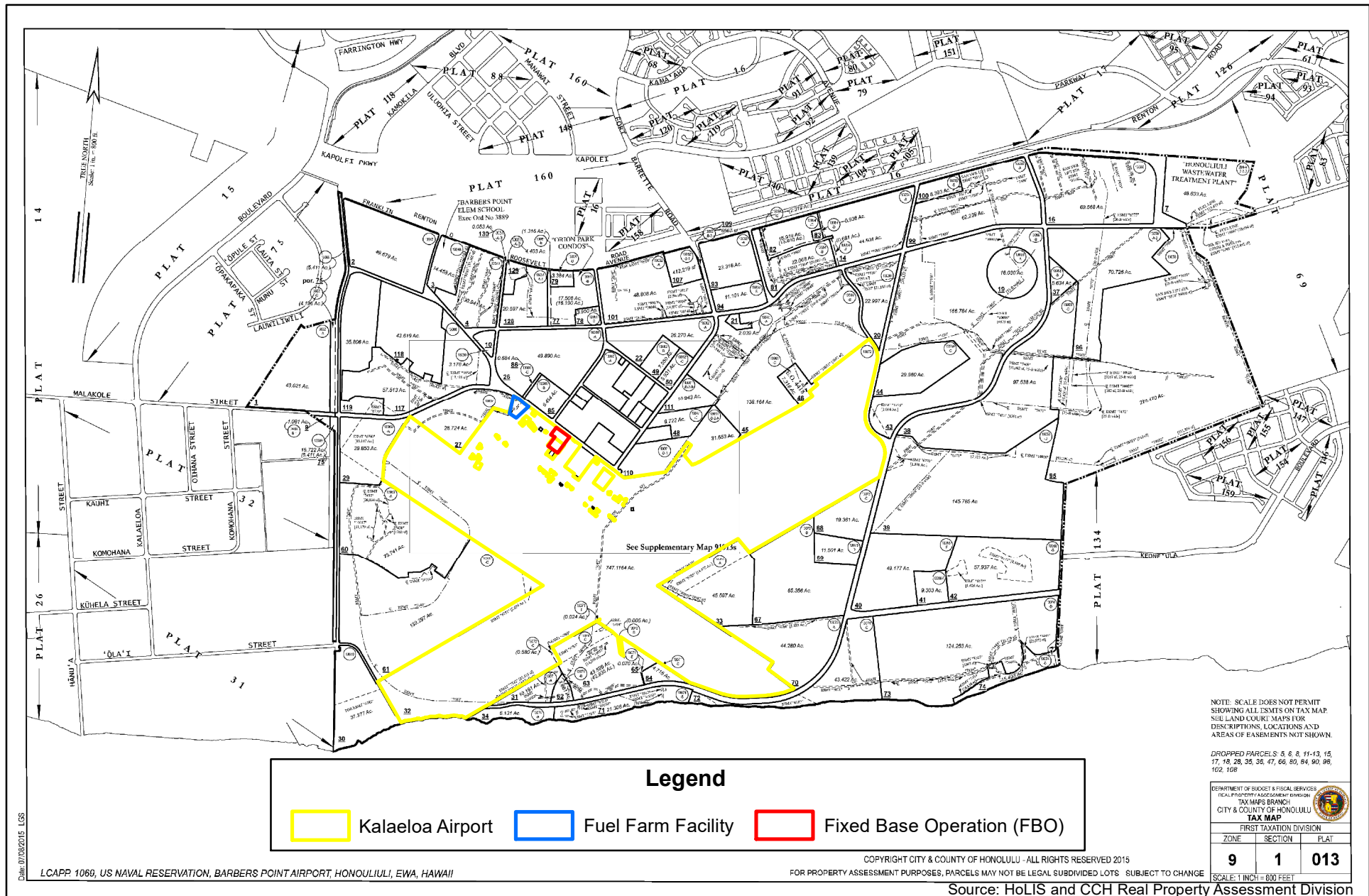


FIGURE 1-2
TMK Plat Map
Million Air - Kalaeloa Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii

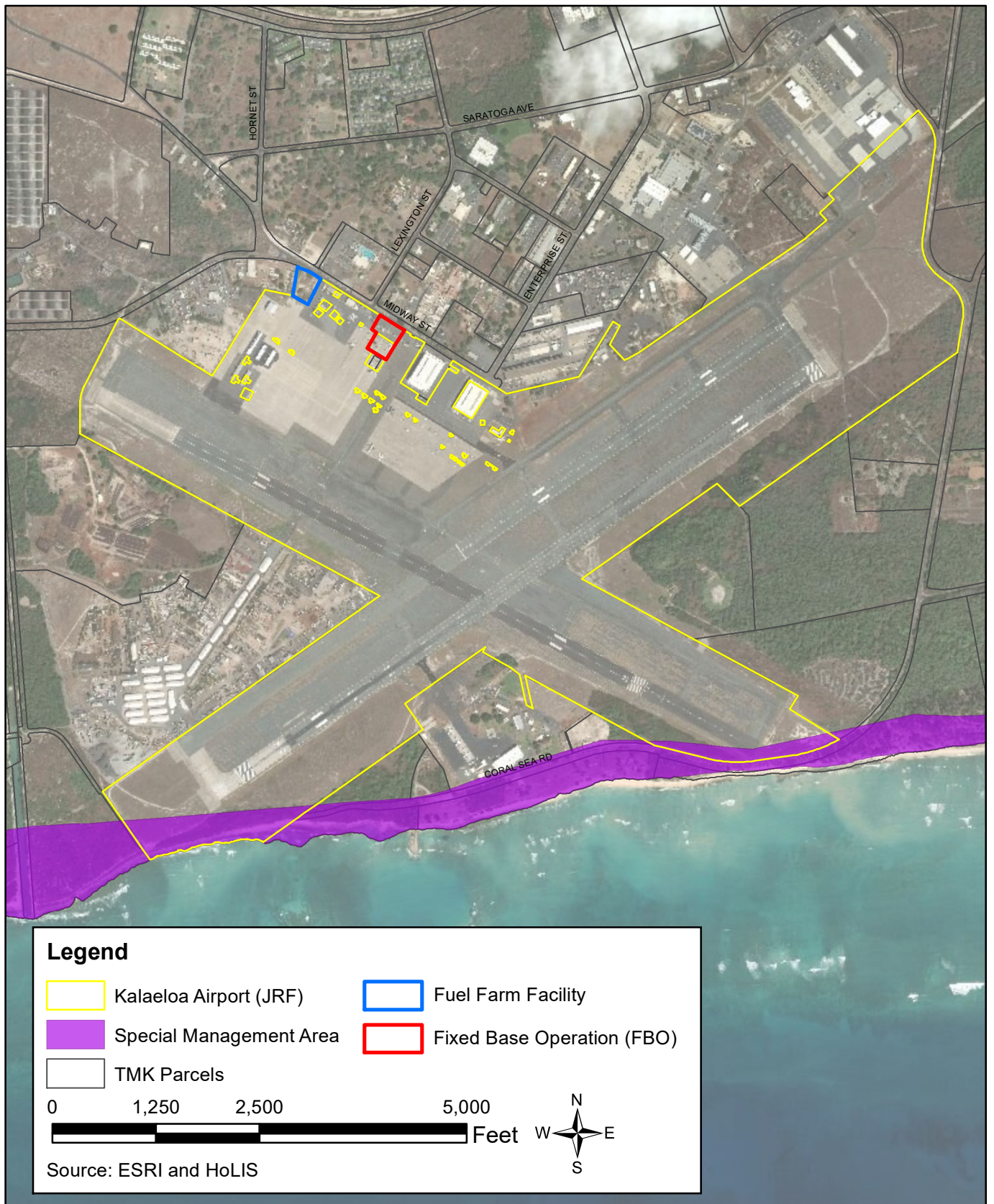


FIGURE 1-3

Special Management Area Map

*Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii*



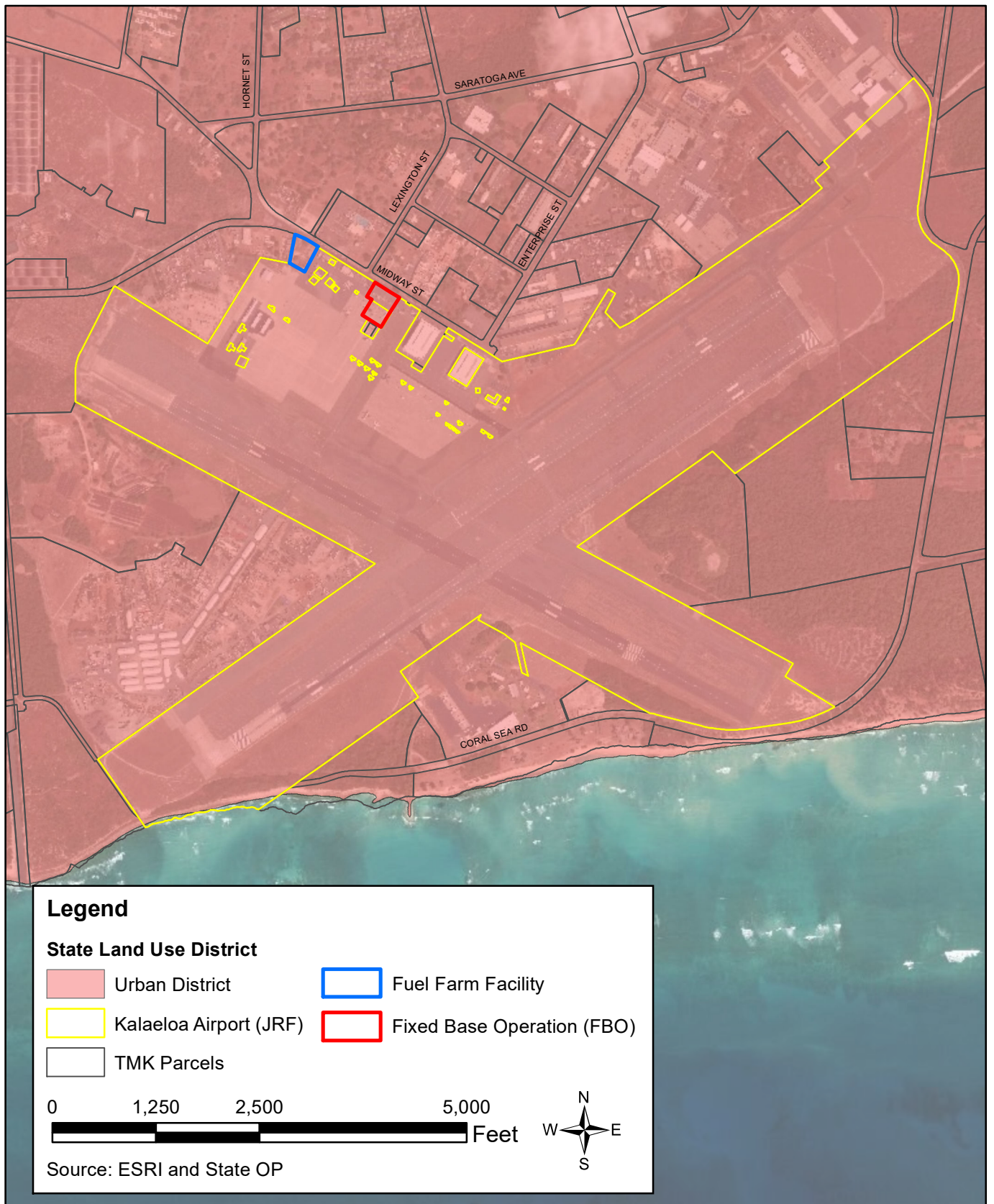


FIGURE 1-4

State Land Use District Map

*Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii*



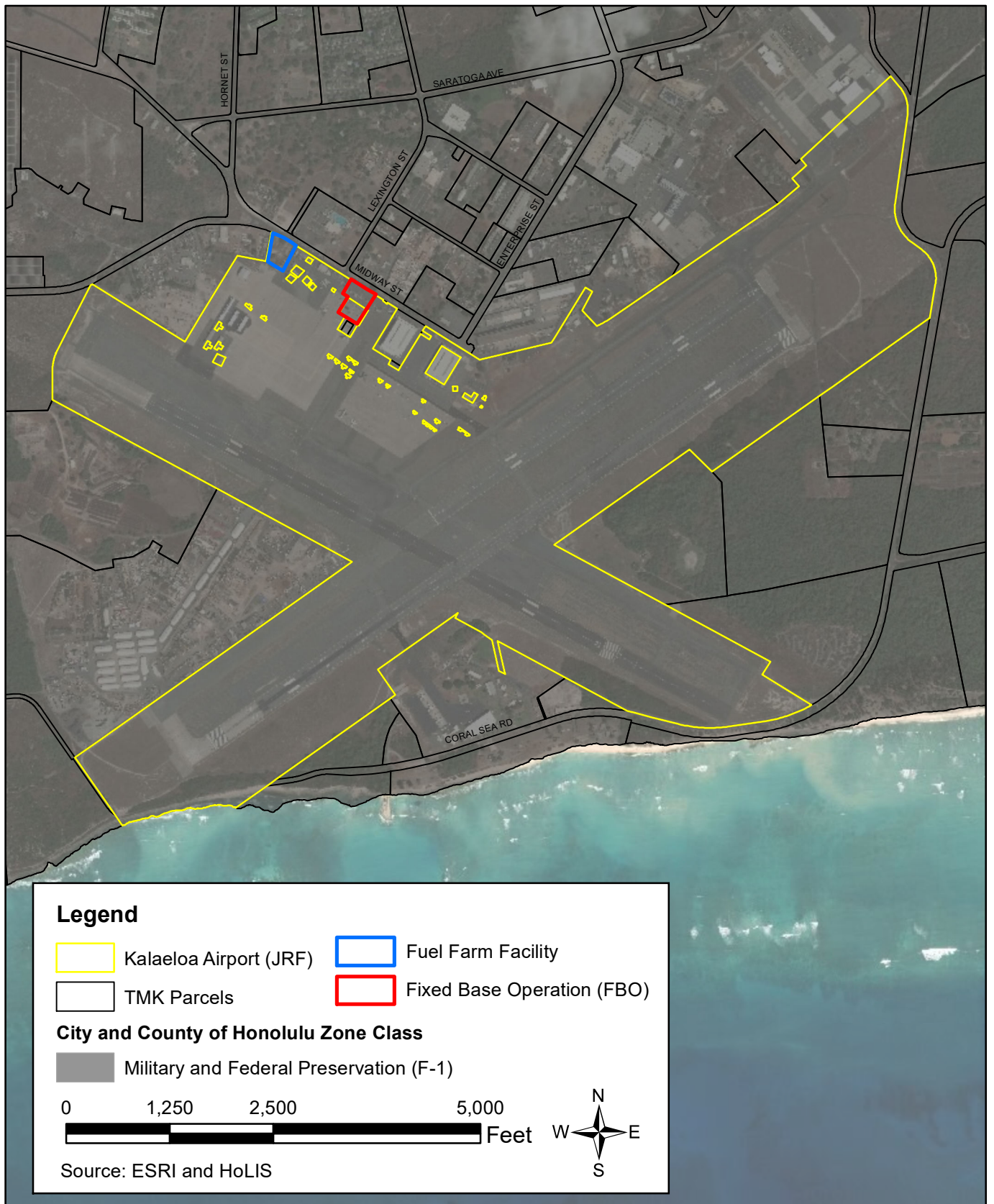
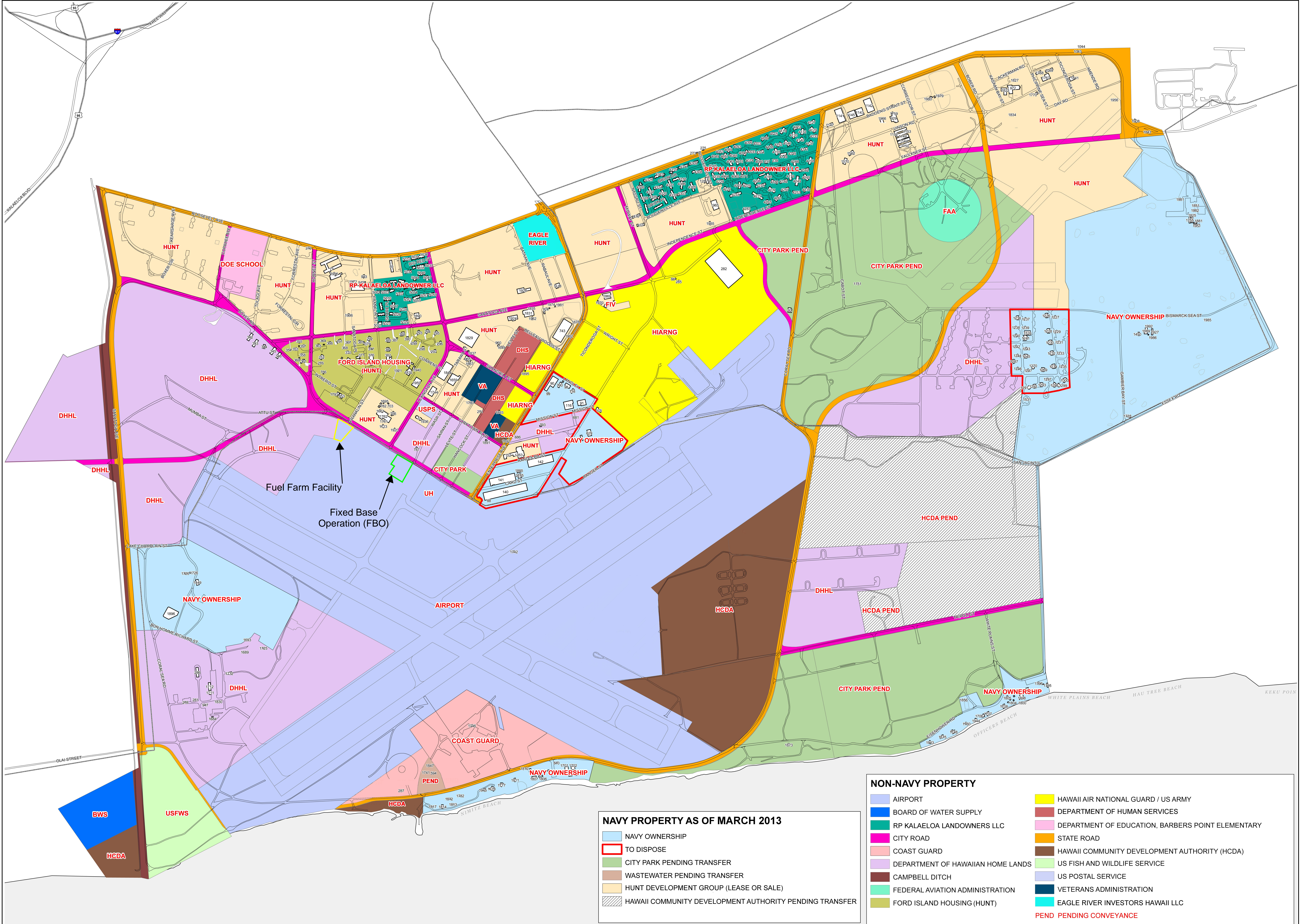


FIGURE 1-5

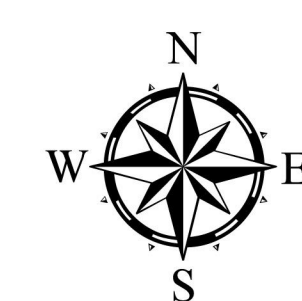
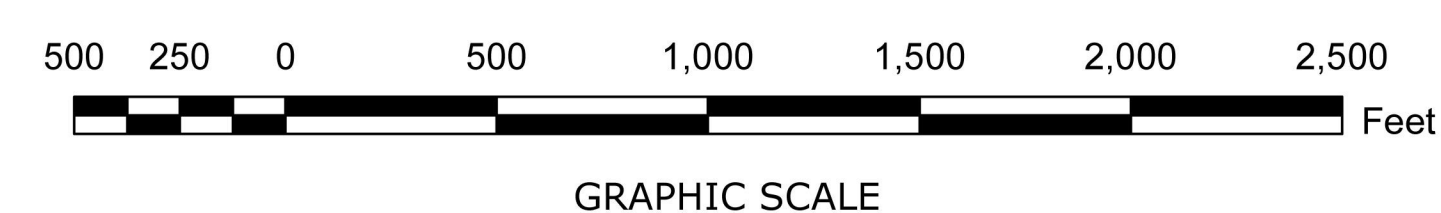
City and County of Honolulu Zoning Map

*Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii*





Source: HCDA, Kalaeloa Master Plan (2006)



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Plot Date: MARCH 14, 2008

FIGURE 1-6
Kalaeloa Community Development District Map

1.3. JRF History

Aviation activity at Barbers Point began in the 1930's with the construction of a Navy Mooring Mast for the anticipated use of the Dirigibles Acron and Macon. Following this, a small turf airstrip was built nearby and the Ewa Marine Corps Air Station (MCAS) evolved at the site up until 1940. Work on NAS Barbers Point began in November 1941. However, men and equipment were temporarily diverted to the construction of the interim airfield when it was decided that the airfield would be dedicated as Marine Corps Air Station (MCAS) Ewa. MCAS Ewa was completed in 1942.

As crews completed the work at MCAS Ewa, they were immediately transferred to the NAS Barbers Point project. NAS Barbers Point was originally laid out with four runways forming an "X" or modified radial layout. These runways were to be 500 feet wide with lengths varying from 3,400 to 4,800 feet. With this radial arrangement of the runways, control of flight operations was facilitated and the necessity for long taxiways was obviated with the resultant greater operational traffic capacity.

"Kalaeloa Airport" has since been designated as John Rodgers Field, or JRF, in honor of Commander John Rodgers who had been Commanding Officer of the Naval Air Station at Pearl Harbor between 1923 and 1925. On August 31, 1925, Commander John Rodgers and his crew left San Francisco in Navy PN-9 No. 1 to historically attempt the first flight across the Pacific Ocean from the Mainland U.S. to Hawaii. The plane was forced to land in the ocean on September 1, 1925 after running out of fuel about 365 miles from Oahu. The crew flew 1,841.12 statute miles which was accepted as a new world record for Class C seaplanes that remained unbeaten for almost five years.

In 1974, while JRF was under control of the U.S. Navy at Naval Air Station Barbers Point, a plaque was placed by the U.S. Navy outside of the existing air traffic control tower (Building 4) designating the airfield as John Rodgers Field.

1.4. Previous Environmental Documentation at JRF

On June 17, 1999, the Department of the Navy, Pacific Division, Naval Facilities Engineering Command issued a Record of Decision for the disposal and reuse of NAS Barbers Point. The Record of Decision provides the U.S. Navy's decision regarding the proposed action and alternatives evaluated in the *Final Environmental Impact Statement (EIS) for the Disposal and Reuse of Naval Air Station Barbers Point*, which was published in February 1999.

The U.S. Navy's Final EIS (FEIS) of February 1999 evaluated four reuse alternatives, each emphasizing various types of development, including residential, light industrial, recreation, and commercial. The alternatives were identified by the Local Redevelopment Authority (LRA) – Barbers Point Naval Air Station Redevelopment Commission, and listed in the Naval Air Station Barbers Point, Community Redevelopment Plan and Naval Air Station Barbers Point, Community Redevelopment Plan, Amendment I; one of which the State preferred. Three of the alternatives, including the plan approved by the Barbers Point Redevelopment Commission and signed by the Governor, included a general aviation reliever airport. A fifth alternative, No

Action, assumed the existing airfield would not be used and, along with other surplus land, would be retained by the U.S. Navy in caretaker status.

The State-preferred alternative, which was also the Navy's preferred alternative, as discussed in the FEIS, proposed dividing the NAS property into mixed land uses. The largest land component of the preferred alternative was the airport, which consists of a general aviation reliever airport and the University of Hawaii Aviation Training Center located in Hangar 111. In the 1999 Final EIS, the proposed airport consisted of two parallel runways (Runway 4L-22R and Runway 4R-22L) and a crosswind runway (Runway 11-29), the existing air traffic control tower, and related land uses surrounding the runways. The U.S. Coast Guard would remain in its existing facilities adjacent to and south of Runway 4R-22L and would not be included in the HDOT-A property. The Hawaii National Guard would be located adjacent to the airport and north of Runway 22R and would also not be included in the HDOT-A property. Thus, the U.S. Navy's FEIS discussed the existing conditions and environmental impacts to the area now designated as JRF.

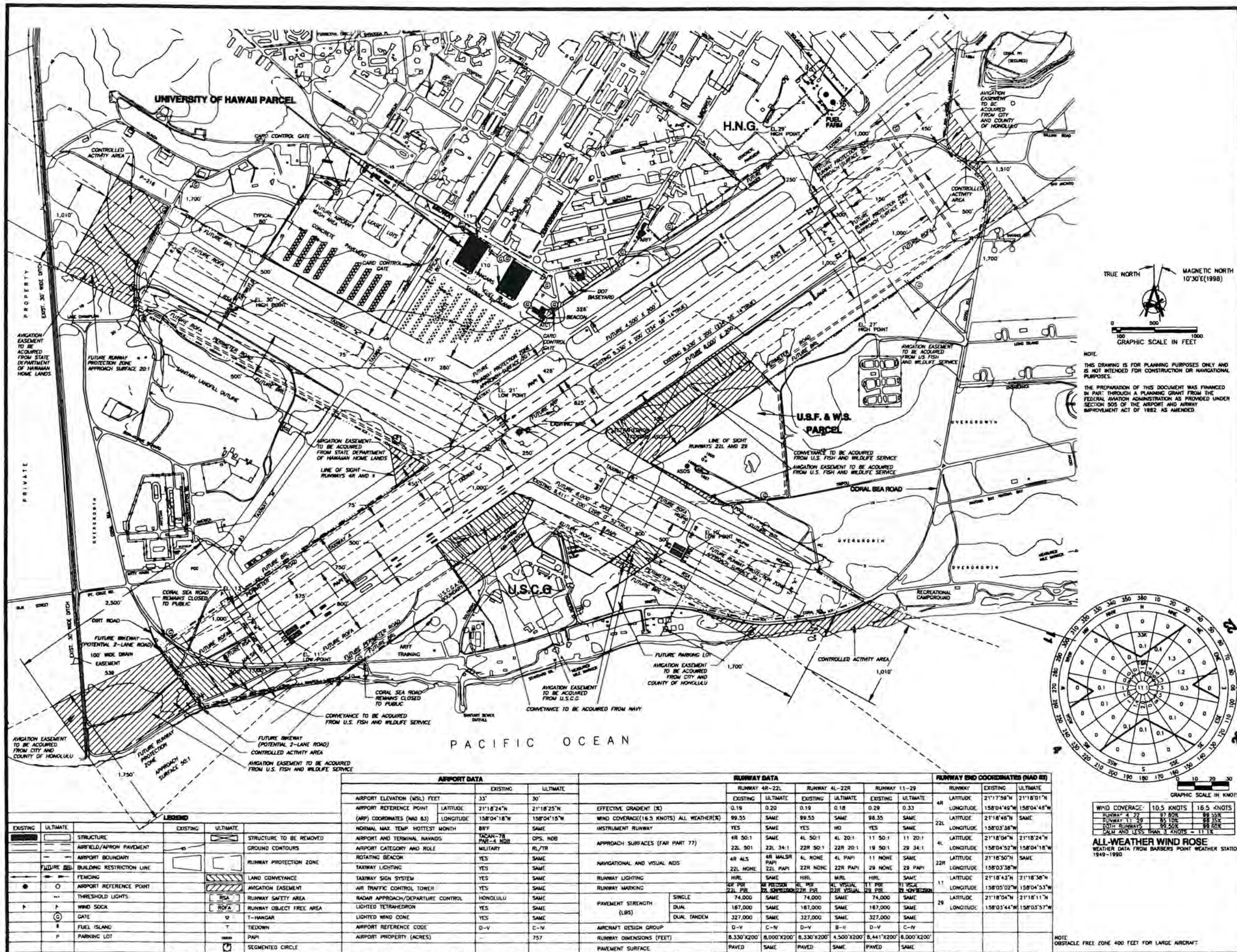
The FEIS stated that the airport, in the State-preferred alternative would solve the problem of an unsatisfactory mix of small, light general aviation and large, heavy air carrier aircraft operations at HNL. JRF would serve about 60 percent of the small single-engine and light twin-engine propeller aircraft forecasted to be based at HNL by the year 2020, and would serve about 50 percent of the general aviation aircraft projected to be based at Dillingham Airfield (HDH), also known as Kawaihapai Airport.¹ Accordingly, the FEIS projected that approximately 105,900 annual general aviation aircraft operations from HNL and HDH could be served by JRF by the year 2020. The HDOT-A plan to terminate the HDH lease on June 30, 2021 may increase GA activity at JRF. However, this activity is not anticipated to be a significant increase over the aviation activity associated with the use of the site for the former NAS Barbers Point.

In 2010, an Environmental Assessment (EA) for the *Kalaeloa Airport Development* was prepared to assess the impacts of the construction of eight (8) banks of T-hangars for 144 general aviation aircraft and the development of eight (8) lease lots and related access roads for use by lessees on about 54.37 acres on the previously cleared and paved portion of the airport that was used by the U.S. Navy as an aircraft parking apron. This EA was processed as a Final EA – Finding of No Significant Impact (FEA-FONSI) by the HDOT-A.

1.5. JRF Master Plan

In November 1998, in anticipation of the closing of the NAS, the HDOT-A prepared the Kalaeloa Airport Master Plan that also addressed the significant environmental impacts of the Master Plan, including those related to the noise impacts from uses of the airfield set forth in the Master Plan. The airfield was never out of service during the transition from U.S. Navy to State ownership and, on July 1, 1999, JRF was opened as a HDOT-A facility. The following sections provide an overview description of the airfield related facilities at JRF (See Figures 1-7A: Airport Layout Plan – Layout Drawing, 1-7B: Airport Layout Plan – Airspace Plan, and 1-7C: Airport Layout Plan – Inner Approach Surface Drawing).

¹ HDH is owned by the U.S. Army and is leased to HDOT-A for general aviation use. HDOT-A plans to terminate the HDH lease with the U.S. military on June 30, 2021.



Airports Division
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII

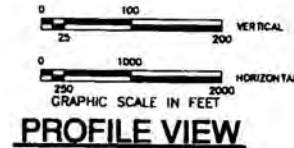
KALAELOA AIRPORT MASTER PLAN

AIRPORT LAYOUT DRAWING

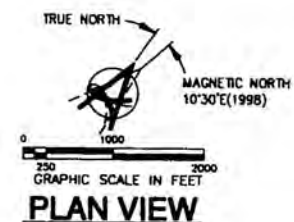
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Source: HDOT-A, Kalaeloa Airport Master Plan (1998)

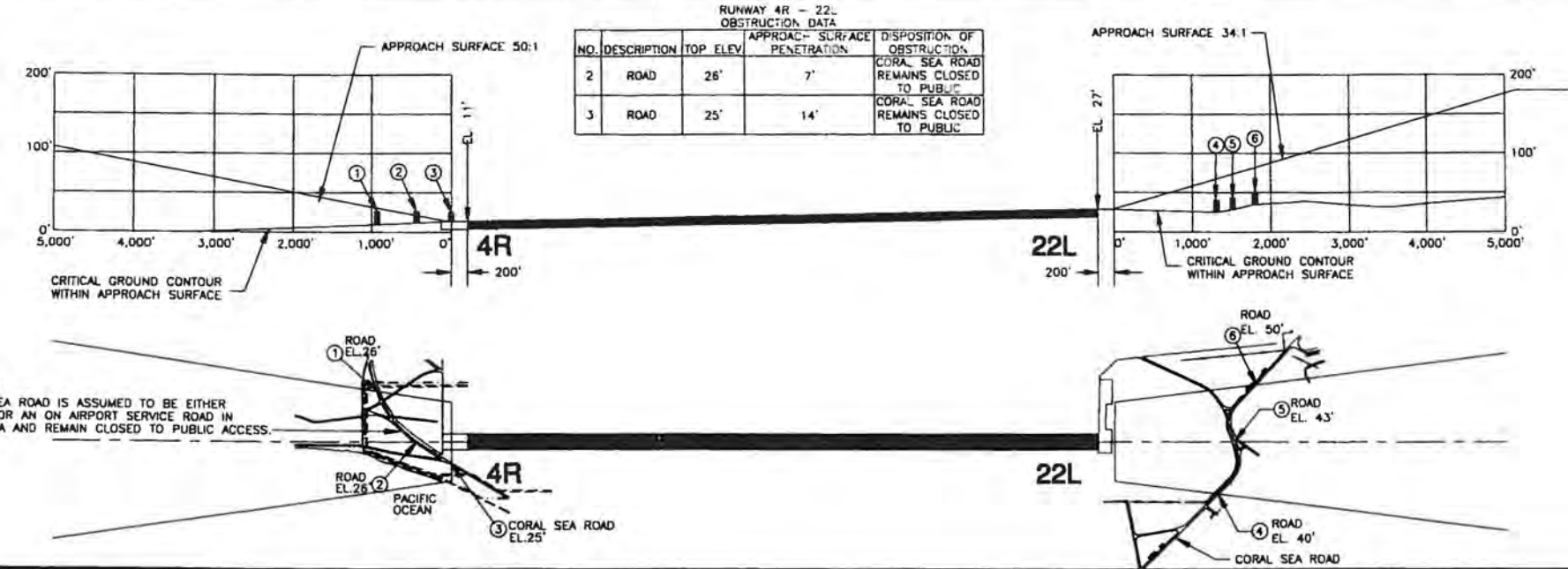
FIGURE 1-7A
Airport Layout
Plan - Layout
Drawing



PROFILE VIEW

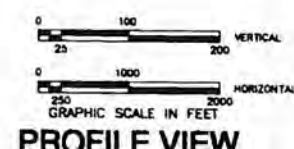


PLAN VIEW

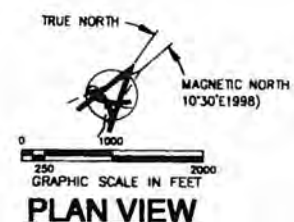


KALAELOA AIRPORT
MASTER PLAN
ISLAND OF OAHU

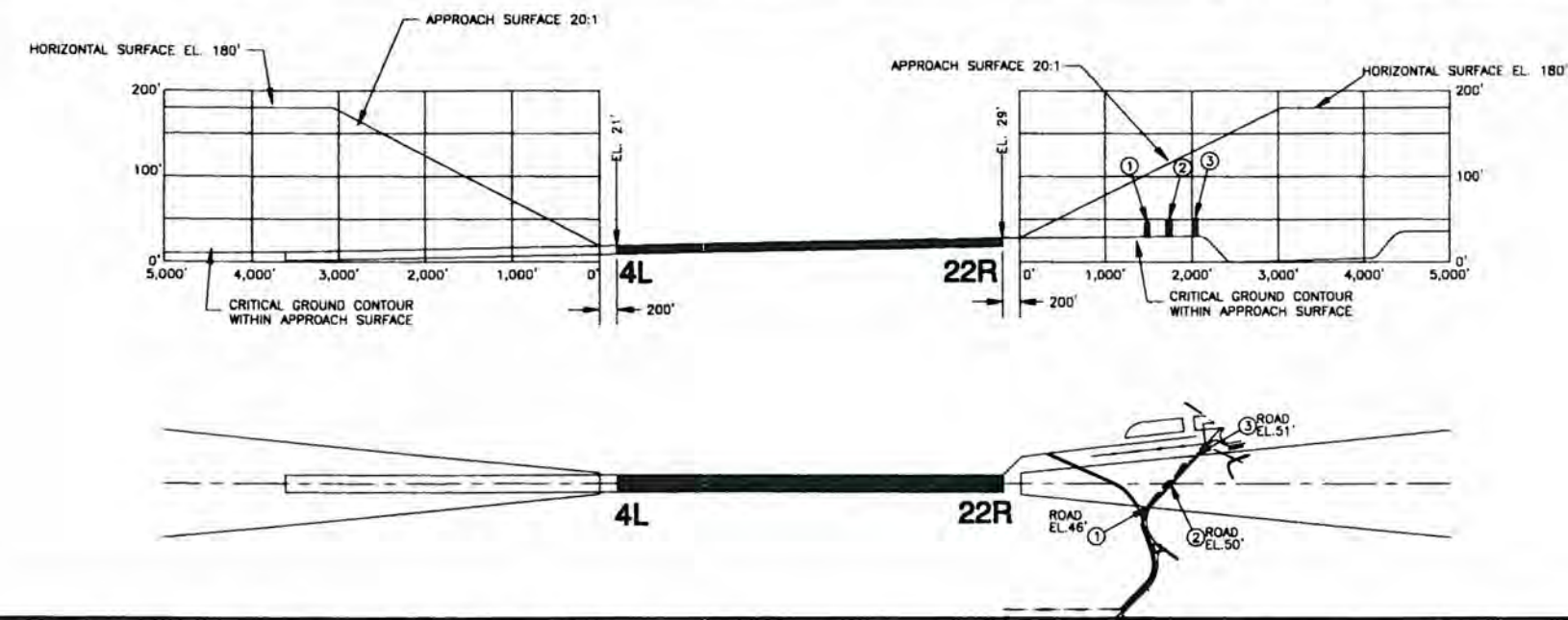
INNER APPROACH
SURFACE DRAWING



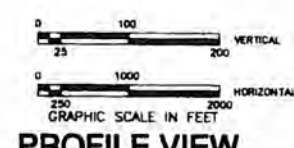
PROFILE VIEW



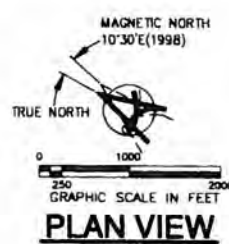
PLAN VIEW



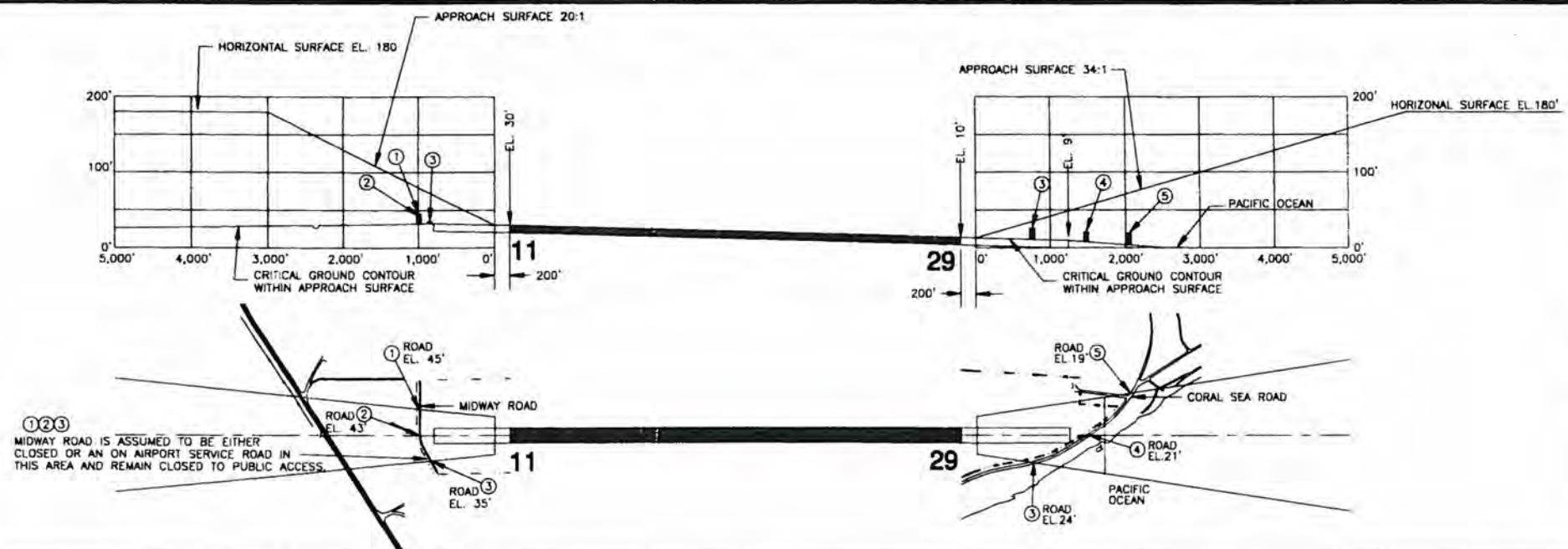
NOTE:
THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES.
THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED.



PROFILE VIEW



PLAN VIEW



NO. REVISIONS DATE
Source: HDOT-A, Kalaeloa Airport Master Plan (1998)

FIGURE 1-7C
Airport Layout
Plan - Inner
Approach
Surface Drawing

1.5.1. Airfield

JRF has two parallel runways (4R-22L and 4L-22R) and a crosswind runway (11-29) that intersects the parallel runways and associated taxiways at midfield. Runway 4R-22L is 8,000 feet x 200 feet; Runway 4L-22R is 4,500 feet x 200 feet; and Runway 11-29 is 6,000 feet x 200 feet. The centerlines of the parallel Runways 4R-22L and 4L-22R are separated by 625 feet and are oriented in an approximate southwest-northeast alignment, with runway azimuth of 234 degrees, 58 minutes 14 seconds true. Runway 4R-22L is 8,300 feet long by 200 feet wide with an effective gradient of 0.19 percent from a threshold elevation of 11 feet on Runway 4R up to a threshold elevation of 27 feet on Runway 22L. Runway 4L-22R is 8,300 feet long by 200 feet wide with an effective gradient of 0.19 percent from a threshold elevation of 13 feet on Runway 4L up to a threshold elevation of 29 feet on Runway 22R. Only 4,500 feet of Runway 4L is used. Both runways are painted with precision instrument runway markings and equipped with High Intensity Runway Lights (HIRL). There are distance-to-go markers on both runways.

The *Hawaii Airports and Flying Safety Guide* (Hawaii Airports Guide) published by the HDOT-A states departures are not authorized on Runway 29. Similarly, arrivals are not authorized on Runway 11.

1.5.2. Aircraft Operations

The HDOT-A collects airport activity statistics at all State-owned airports, including JRF. Data on aircraft operations, defined as aircraft movements, landings and takeoffs combined, are collected by the air traffic control tower and reported to the HDOT-A. The data is collected for local and itinerant operations. Local operations are performed by aircraft that (1) operate in a local traffic pattern or within sight of the airport, (2) are known to be departing for, or arriving from, flight in local practice areas located within a 20-mile radius of the airport, and (3) execute simulated instrument approaches or low passes at an airport. Itinerant operations are all aircraft arrivals and departures other than local operations.

Over the years, aircraft operations at JRF have varied, most likely due to the high level of touch and go activity at the airport. From calendar year (CY) 2010 to 2020, the highest level of activity was CY 2018 with 162,699 total operations and the lowest was CY 2010 with 112,830 total operations, a difference of 49,859 total operations or roughly 44 percent of the lower bound.

1.5.3. Hangars

There are two large hangars (Building 110 and 111) north of the intersection of the runways. Hangar 110 (105,284 square feet) and Hangar 111 (102,270 square feet) are located north of the aircraft parking aprons and south of Midway Road. Each hangar has an interior clear area of about 75,000 SF for aircraft parking. Hangar 110 is currently leased for aircraft storage purposes. When no longer used for aircraft storage, the hangar could be leased for commercial aviation uses. Hangar 111 is owned by the University of Hawaii and is located about 300 feet southeast of the project site.

The hangars were built as part of the original base construction in the early 1940's and, according to the U.S. Navy's FEIS, both hangars have been determined to be eligible for listing

on the National Register of Historic Places. There are a total of 7 ready magazines adjacent to these hangars (4 adjacent to Hangar 110 and 3 adjacent to Hangar 111), which have also been determined to be eligible for listing on the National Register of Historic Places.

Aircraft parking apron areas for based and itinerant aircraft tiedowns are provided for over 120 aircraft on the existing eastern apron south of the two large hangars. Space is available for additional tiedowns as needed. The Airport Layout Plan keeps the line-of-sight between Runways 11 and 22R clear of tiedowns.

1.5.4. Administration/Air Traffic Control Building

Building 4 is a 17,238-square foot, 3-story air operations building/air traffic control tower located north of the intersection of the runways and south of, and adjacent to, Midway Road. An airport rotating light beacon is located on top of the Air Traffic Control Tower. The Hawaii Airports Guide shows the hours of operation of the air traffic control tower to be 0600 to 2200 hours (6:00am to 10:00pm). Building 4 is located about 1,400 feet southeast of the project site.

According to the Navy's FEIS, Building 4 has also been determined to be eligible for listing on the National Register of Historic Places.

1.5.5. Weather Service

There are wind cones near the ends of Runways 4L, 11, 22L and 29 and just west of the intersection of the runways and a tetrahedron just east of the intersection of the runways. There is an Automated Surface Observing System (ASOS) located east of the runway intersection. The Hawaii Airports Guide shows that weather service information is broadcast from 2200 to 0600, nightly.

1.5.6. Navigation Aids

Existing navigational aids include high intensity approach lights with sequenced flashers on Runway 4R. There are wheel-up lights for Runway 4L. There are also military tactical air navigational (TACAN), distance measuring equipment, and precision approach radar (PAR) systems located at the airport.

The Ewabe nondirectional beacon (NDB), which is associated with the instrument landing system to Runway 8L at HNL, is located 4,700 feet northeast of Runway 4L-22R.

1.5.7. Fuel Storage

Aviation gasoline for aircraft fueling is provided by a 10,000-gallon above-ground fuel tank with attached dispenser. The fuel tank, located on the apron south of building 1792, is protected by a series of bollards. Prior environmental review documentation outlined that HDOT-A had intended to lease the fueling facility to a FBO to operate, consistent with the proposed action. It was also outlined that the availability of fueling services will make JRF attractive to general aviation aircraft owners, as it will provide an alternative location for fuel that is generally

available at HNL and HDH. This existing fuel tank is located adjacent to the FBO hangar and will continue to be operated by the current operator.

1.6. Surrounding Uses

The U.S. Navy retained approximately 1,128 acres (1,238 acres less 110 acres of noncontiguous areas) of land when NAS Barbers Point closed. This land is used for housing, recreation, operation and community support services. In 2000, the U.S. Navy sold or leased approximately 675 acres of U.S. Navy land along Franklin D. Roosevelt Road and select parcels in other areas of Oahu.

The project site falls within the KCDD and is comprised of 3,695 acres in the Kalaeloa area of West Oahu. It is bounded by the Pacific Ocean and lands within Roosevelt, West Perimeter, East Hansen, and Essex Roads in addition to four parcels within Campbell Industrial Park (See Figure 1-8: Surrounding Uses Map).

The HCDA, a State agency charged with overseeing redevelopment in different locations, administers Kalaeloa. HCDA envisions the future of Kalaeloa as a mixed-use urban development. West Oahu and the community of Kapolei have experienced significant residential, commercial, and institutional growth over the past decade. The City and County of Honolulu has placed several government offices in this area, and the University of Hawaii (UH) has built a new West Oahu campus, serving as a four-year collegiate educational institution offering several degree programs. A new rapid transit rail line is also being constructed to link this area with central Honolulu. Future planned development in the KCDD encompasses a range of several large institutional development projects, including a new Tripler Army Medical Center outpatient clinic, a recently constructed 150,000 square foot Federal Bureau of Investigation (FBI) office and training center, a solar farm, and plans for a new Veterans' Administration clinic.

1.7. Land Ownership

The project site is located within the boundaries of JRF, which was acquired by HDOT-A in 1999 for use as a general aviation (GA) airport. JRF is currently operated under the direction of the HDOT-A.

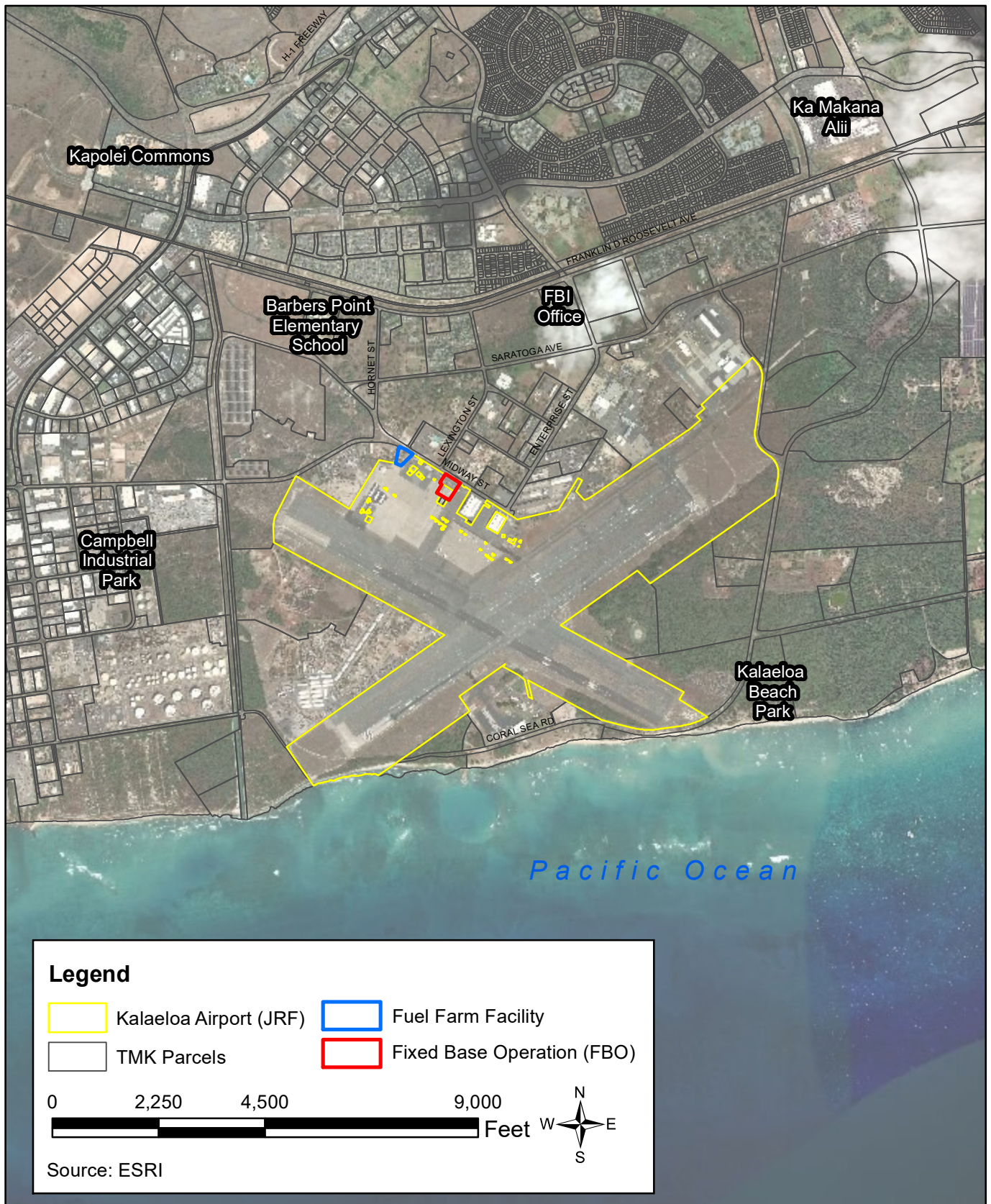


FIGURE 1-8

Surrounding Uses Map

*Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
 Kalaeloa, Oahu, Hawaii*



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CHAPTER 2: PROPOSED ACTION

2. PROPOSED ACTION

2.1. Project Description

The proposed action consists of two primary elements: 1) the FBO, and 2) the Fuel Farm facility. The Applicant, Freeman Holdings of Hawaii, LLC, DBA Million Air Honolulu, has identified adjacent locations at JRF to construct these two facilities. The proposed action is intended to serve existing and future general aviation (GA) demands along with both commercial and military aircraft operations at JRF.

The proposed FBO site is located in a developed area, while the proposed Fuel Farm facility site is situated in an area of disturbed vacant land that was used by the military and evaluated in past environmental studies. The proposed project improvements, from a use standpoint, are consistent with the JRF Airport Layout Plan (ALP).

The proposed FBO is envisioned as a pre-engineered metal and glass building measuring approximately 50 feet high, 310 feet long, and 140 feet wide. An associated parking area with approximately 100 stalls will also be provided. Within the building, there will be approximately 40,000 Square Feet (SF) of programmable space for GA use. Conceptually, the proposed program may consist of approximately 30,000 SF for a GA aircraft hangar; approximately 8,000 SF for a two-story office area that may include uses such as an executive airport terminal/lobby, conference room, pilot lounge and theater rooms, quiet rooms, café/refreshment area, and associated offices spaces; and approximately 2,000 SF for a ground service maintenance area intended as an equipment storage and service area for all vehicles servicing the air operations of the FBO. A hangar door approximately 150 feet wide by 28 feet high on the ramp side of the facility will provide runway access to GA aircraft and service vehicles (See Figure 2-1: Fixed Base Operation (FBO) Site Plan).

The Fuel Farm facility is anticipated to encompass up to eight (8) 30,000-gallon Jet A Fuel above-ground, horizontal storage tanks with associated access stairs and catwalks. The total potential gross storage capacity of this Fuel Farm facility is projected to amount to 240,000 gallons. In addition, two (2) Jet A Fuel offloading skids are proposed. These skids will include a pump, filtration elements, relaxation chamber, flow meter, control valve, and an offloading hose. Also proposed is one (1) 15,000-gallon Aviation gas (Avgas) tank, two (2) 500-gallon diesel tanks, and two (2) 500-gallon tanks used by various motor vehicles (mogas). The Avgas, diesel, and mogas tanks will each have offloading and loading capabilities. A sized concrete containment area will be built for storage tanks and includes access stairs, containment drains, and an intermediate diked wall. A circular vehicle drive path will be used for access around the tank containment area. For drainage, a stormwater system for non-contact and contact water, including collection and infiltration will be installed. For safety reasons, an 8-foot tall security fence will be installed around the lease lot line with a sliding entrance gate for access. Early design and programming of the Fuel Farm facility anticipates that three (3) 30,000-gallon above-ground horizontal storage tanks will be constructed, with the remaining balance to follow in response to market demand (See Figure 2-2: Fuel Farm Facility Site Plan).

Drainage for the project site would be accommodated by a series of drain inlets and underground injection wells located onsite. Electrical service would be provided to the FBO and Fuel Farm facilities. Infrastructure improvements for water, fire protection, and sewer will be constructed near the FBO and Fuel Farm facility for use by the Applicant. Utility service to the facilities on the lease lot will be the responsibility of the Applicant.

Both the FBO and Fuel Farm facility would have access for emergency vehicles. Civil design drawings will be submitted to the City and County of Honolulu Fire Department (HFD) for review and approval as development proceeds.

2.2. Purpose and Need

According to HCDA's 2006 Kalaeloa Master Plan, JRF is envisioned as a prime economic driver, creating jobs and providing services as population in the region continues to grow. Therefore, the overarching purpose and need of the proposed action is to develop the FBO and Fuel Farm facility to serve existing and future GA operations along with both commercial and military aircraft operations at JRF. To be clear, the proposed action is not anticipated or intended to significantly impact the capacity of aircraft operations at JRF. Instead, it will serve to facilitate, streamline, and improve the efficiency and commercial viability of GA, commercial, and military aircraft operations.

Pursuant to this, the JRF Master Plan identified the need to provide space for lease lots which the HDOT-A can lease to individual lessees for aviation-related uses. Use of lease lots is typically done at most of the State's airports. The terms and conditions of the lease can vary according to the lessee's intended use. Generally, one of the conditions of the lease is the lots must be used for aviation related purposes. The HDOT-A has also developed lease lots at Daniel K. Inouye International Airport (HNL) along Lagoon Drive. The proposed action is consistent with the HDOT-A plan. The development of the proposed action is not anticipated to significantly impact the volume of aircraft operations at JRF.

Moreover, the proposed action is consistent with the U.S. Navy 1999 FEIS, State-preferred alternative, which was also the U.S. Navy's preferred alternative: Continued use of the existing runways and aviation related facilities.

2.3. Development Schedule

Following design and permitting, construction for the Fuel Farm facility is anticipated to commence sometime in Q2 2021, with the completion and turn-key operation targeted for Q3 2021. Construction of the FBO facility, by contrast, is anticipated to commence sometime in late 2021, following the conclusion of associated design and permitting.

2.4. Project Costs

The proposed action is anticipated to cost approximately \$12 million to construct. No federal funds will be used for construction of the facilities. Project expenses and expenditures will serve to directly and indirectly contribute to the State and Local economy.

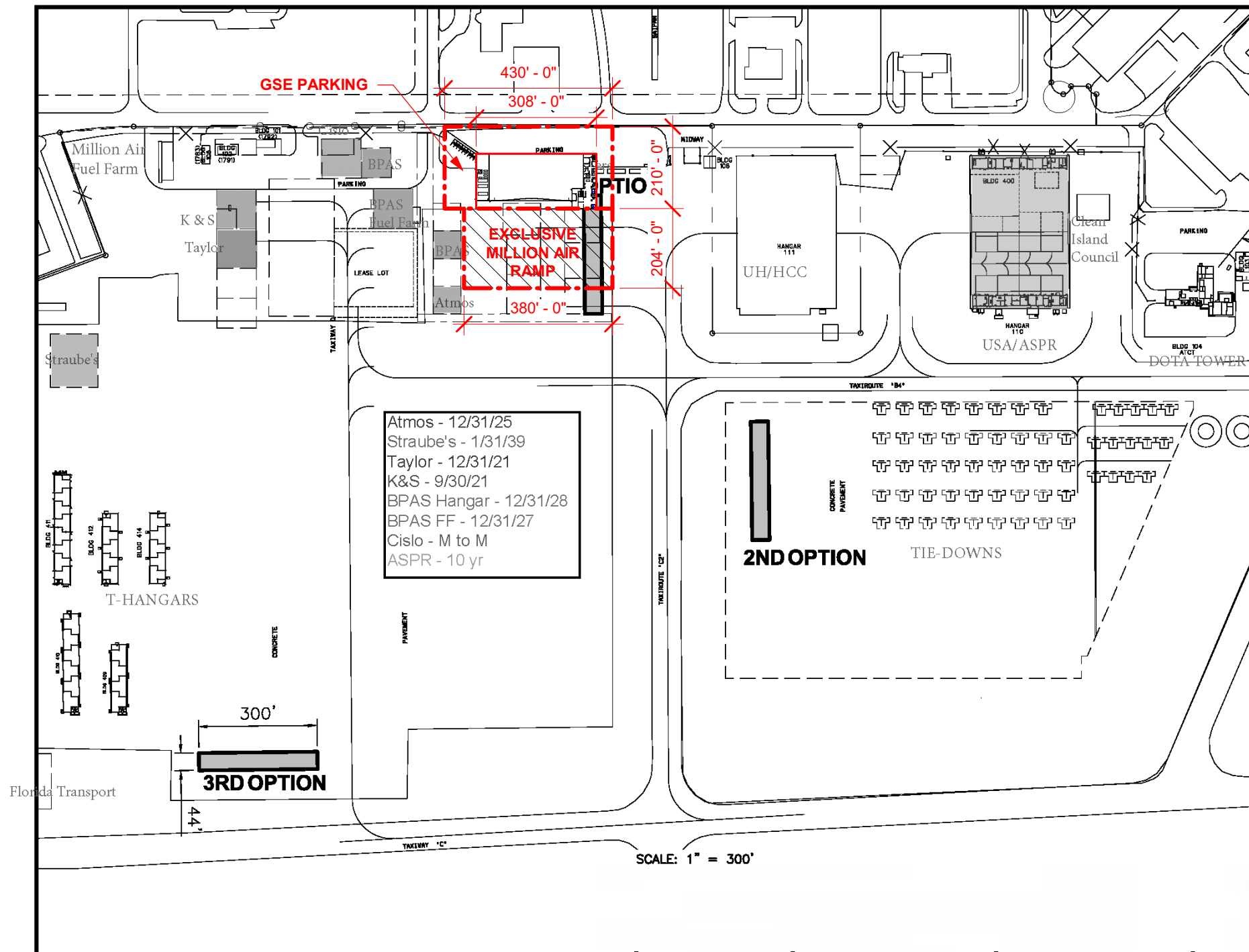


FIGURE 2-1
Fixed Base Operation (FBO) Site Plan



CHAPTER 3: DESCRIPTION OF EXISTING ENVIRONMENT, IMPACTS, AND MITIGATION MEASURES

3. PROPOSED ACTION

3.1. Climate & Climate Change

The climate of Oahu is relatively moderate throughout most of the year and is characterized as semi-tropical with two seasons. The summer period runs from May through September and is generally warm and dry, with predominantly northeast trade winds. In contrast, the winter season runs from October through April and is associated with lower temperatures, higher rainfall and less prevalent trade winds.

The project is located in the Ewa area which has a climate typical of the leeward coastal lowlands of Oahu. The area is characterized by abundant sunshine, persistent trade winds, relatively constant temperatures, moderate humidity, and the infrequency of severe storms. Northeasterly trade winds prevail throughout the year although its frequency varies.

Average daily minimum and maximum temperatures typically range from the low 60s (degree Fahrenheit) to the low 90s, depending on the time of the day and the season. Daily temperatures vary by about 7 degrees between winter and summer seasons, and 15 to 20 degrees between day and night.

Northeasterly trade winds prevail much of the time throughout the island of Oahu. These trade winds vary in frequency. Often times they last for weeks on end. Other times they are virtually absent. This is in general due to the location of the North Pacific high pressure system. During the spring and summer months, this system is larger, stronger and shifts farther to the north and produces stronger, more persistent trade winds. In the fall and winter months, this high pressure system degrades and shifts to the southeast, at which time the general wind patterns become weaker and more variable. Typical wind velocities range between 8 and 15 miles per hour.

The State of Hawaii is being impacted by a myriad of climatic changes, including rising sea levels, warming ocean temperatures, changing rainfall patterns, a decrease in stream base flow, changing wind and wave patterns, and changing habitats and species distribution. There is no consensus, however, about the exact nature, magnitude, and timing of how these changes will occur. Generally speaking, there is an expectation of a rise in air and sea surface temperatures, a decrease in the prevailing northeasterly trade winds, a decline in average rainfall resulting in the continued decline in stream base flow, an increase in ocean acidity, and sea level rise. There is an overall consensus that these climate changes are linked to global greenhouse gas (GHG) emissions from anthropogenic (human) sources.

GHGs absorb and “trap” solar radiation instead of reflecting it back into space. Typical GHGs include carbon dioxide, methane, nitrous oxide, and chlorofluorocarbons. The main sources of GHG emissions resulting from human activity are from the following sectors, in order from most emissions to least: fossil fuel power stations, industrial activity, transportation, agriculture, fossil fuel processing, residential and commercial activity, land use and biomass burning, and

waste disposal and treatment. In 2007, the United States was responsible for approximately 20 percent of global carbon dioxide emissions (WRI 2010). Within Hawaii, the City and County of Honolulu accounts for approximately 69 percent of the state's total GHG emissions (ICF and UHERO 2019).

Impacts and Mitigation Measures

No significant impacts on climate are anticipated with implementation of the proposed action. The project will be appropriately designed in the context of the surrounding environment and would not affect temperatures, wind, or rainfall levels in the region.

The exact nature of how the climate will change is unknown. New information will continually need to be incorporated within future assessments to identify where efforts should be focused when developing adaptation strategies to climatic changes.

Implementation of the proposed action will result in the short-term irrevocable release of GHGs from construction activities associated with the development of the proposed improvements. However, these activities will be temporary and the quantities of GHGs released will be negligible. In the long-term, the FBO and Fuel Farm facilities would support GA activities at JRF that would have associated GHG emissions. It is noted that these activities are consistent with the current and planned use of the site and would not involve any new uses that would significantly impact State emissions inventories. No mitigation is required or proposed.

During construction, applicable erosion control measures and best management practices will be implemented in order to mitigate any possible adverse effects relating to runoff. As applicable for each phase, these may include but are not be limited to: temporary sediment basins, temporary diversion berms and swales to intercept runoff, silt fences, dust fences, slope protection, stabilized construction vehicle entrance, grate inlet protection, truck wash down areas, and use of compost filter socks. Permanent sediment control measures will be used once construction is completed.

3.2. Physical Environment

3.2.1. Geology, Topography and Soils

The island of Oahu is of volcanic origin formed by the Waianae Range to the west and the younger Koolau Range to the east. Both are remnants of shield volcanoes, but the term "range" indicates that they have lost most of their original shield outlines and are now long, narrow ridges shaped largely by erosion. Later post-erosional eruptions sent lava down the valleys and resulted in the formation of volcanic cones such as Diamond Head and Tantalus.

The Waianae Volcano created the western half of Oahu, and the Koolau Volcano formed the Koolau Range and the Schofield Plateau. JRF is located at the edge of the Schofield Plateau on a relatively flat coastal plain, which is composed of interbedded coral reef and alluvial volcanic sediments ("caprock") overlying the basalt (volcanic rock) (See Figure 3-1: USGS Topographic Map). The caprock ranges from 50 to 400 feet thick along the northern boundary of the former NAS and from 750 to 1,000 feet thick along the coast. The upper 100 feet (30 m) of caprock is

marine sediment, consisting mainly of coral reef with minor layers of shell fragments and beach sands.

According to the Soil Conservation Service's *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii* dated August 1972, JRF is situated on coral outcrop (CR) with little or no soil cover. Across nearly the entire airport, soil cover consists of a thin layer of friable, red material present in cracks, crevices, and depressions in the coral outcrop. Along the northern, western, and eastern boundaries of the airport the soils are Mamala Stony silty clay loam. This soil type is formed in shallow alluvial deposits over the coral and is dark reddish-brown stony silty clay loam, neutral to mildly alkaline, with moderate permeability and slight to moderate erosion potential. The south shore comprises of beach light-colored sands derived from coral and seashells. The airfield is situated on filled land consisting of material dredged from the ocean or hauled from nearby areas, and general material from other sources (See Figure 3-2: Soils Map).

Impacts and Mitigation Measures

Construction of the proposed action will require subsurface excavation for placement of the foundations and footings for the various structures. Since the project is the redevelopment of a previously developed concrete aircraft parking apron, removal of the existing concrete will be required first. Subsurface excavation would then be required to set footings and slab foundations for the buildings and structures. Excavation will also be required for the utility lines which would be placed in a trench at a depth of about 5 feet.

The subsurface work will be done by using a trenching machine or backhoe for the utility trenches. An auger could also be used to drill for the deeper footings. Excavation for the trenches and footing would not create adverse impacts to the geology and soils of this area of Oahu.

The FBO and Fuel Farm facility will be designed and constructed to meet the requirements of the 2006 IBC. Compliance with the IBC will ensure that the structures can meet the seismic loadings established for the project site. This will ensure that the geological conditions at the project site do not adversely affect the building and related facilities.

3.3. Hydrology

3.3.1. Surface Waters, Coastal Waters, and Groundwater

Surface Waters: There are no perennial streams, ponds, or other surface water resources on or within close proximity of the project site.

The shoreline at JRF is composed of terrestrial alluvium and coral limestone deposited by the ocean which forms a wedge of sediments and sedimentary rock referred to as "caprock". The

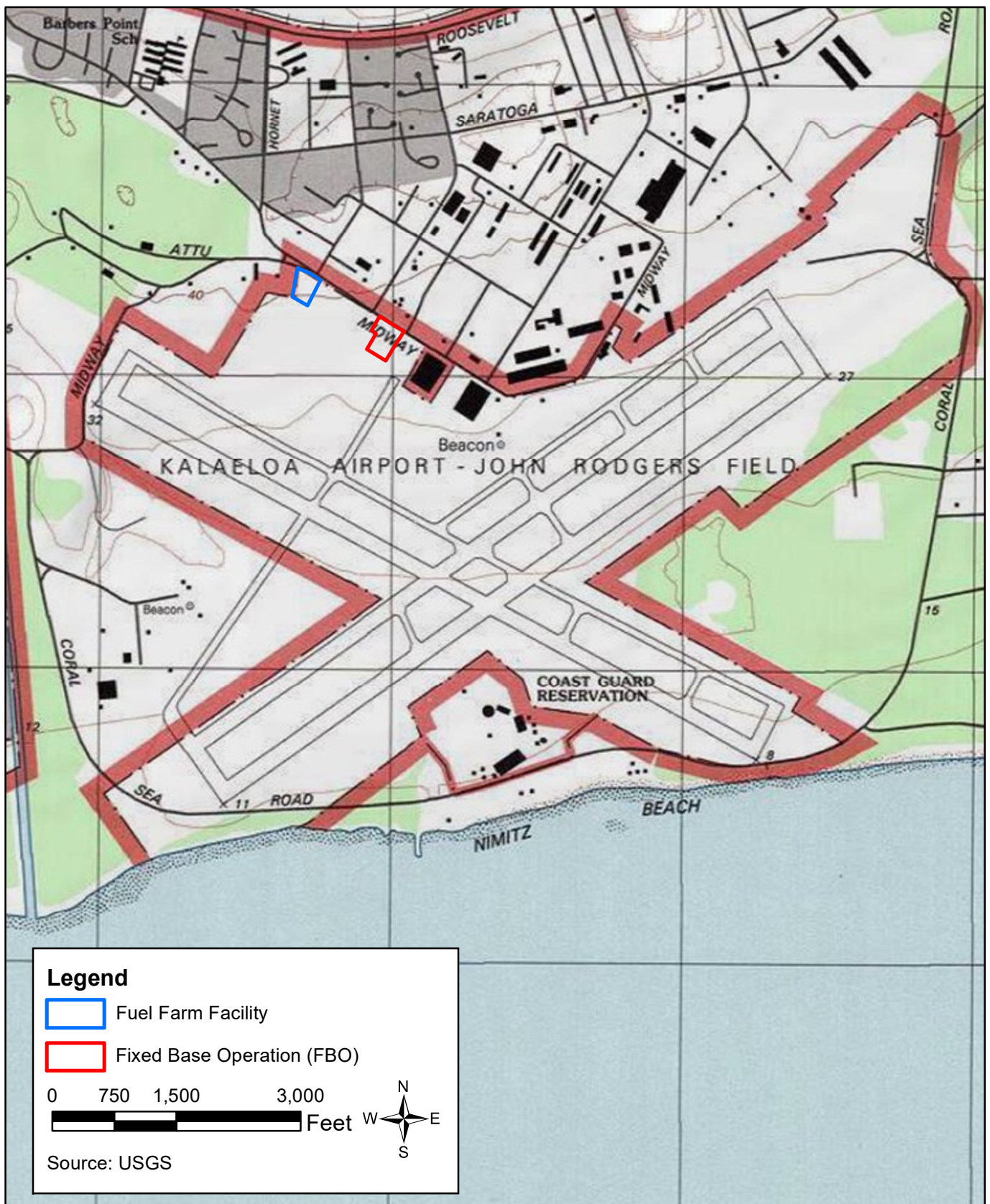


FIGURE 3-1

USGS Topographic Map

*Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii*



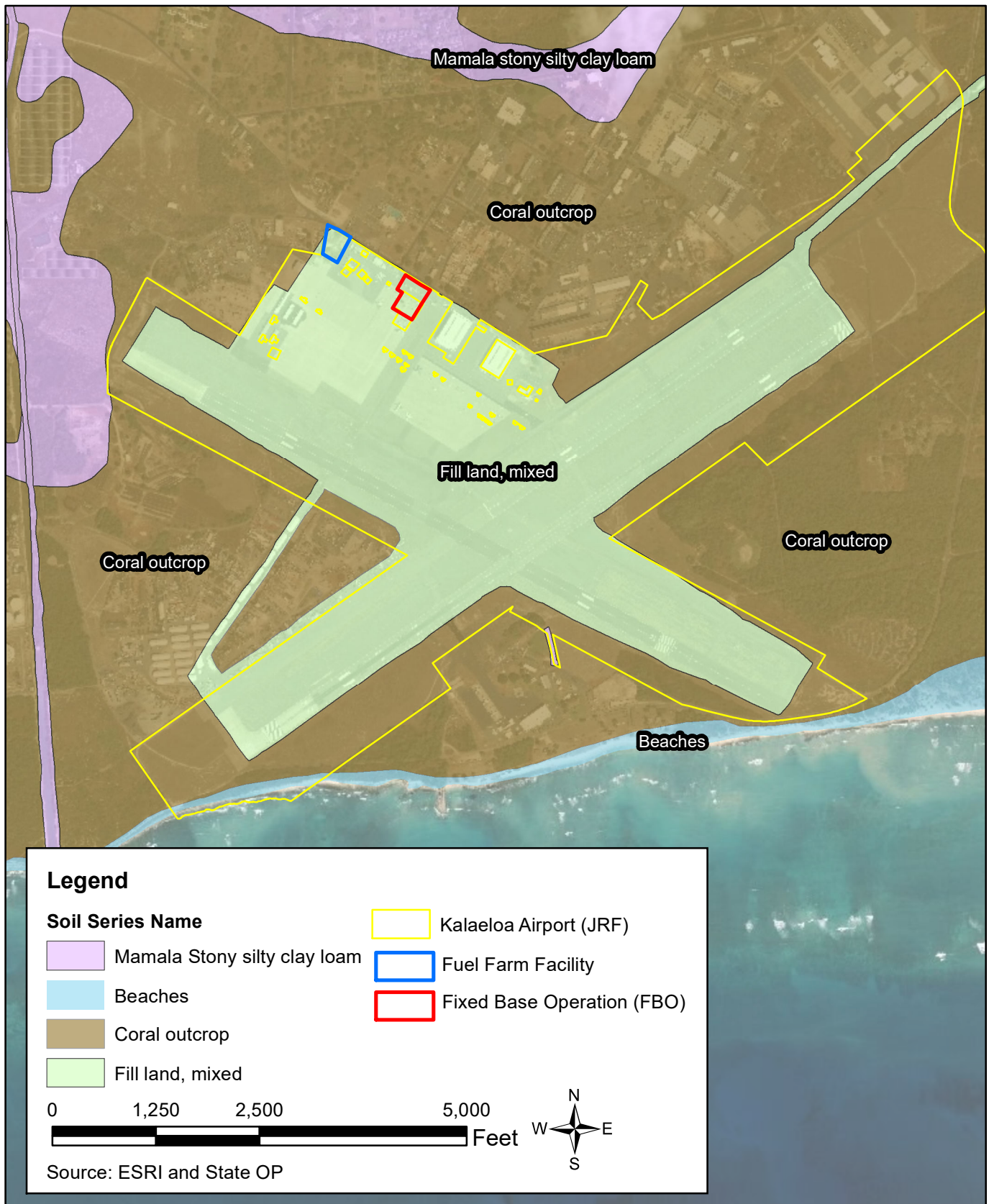


FIGURE 3-2

Soils Map

*Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii*



caprock layer in the vicinity of the project site is approximately 250 feet thick. The uppermost layer of this caprock contains brackish groundwater which is too salty for most irrigation purposes. The lower layers contain groundwater with seawater salinity.

Coastal Waters: Coastal waters, located approximately one (1) mile to the south of the project site, are classified as Class A Open Marine waters by the State of Hawaii Department of Health (DOH) (See Figure 3-3: Coastal Waters Map). As outlined in HAR, Chapter 11-54, Class A waters are classified by the DOH with the objective that, "their use for recreational purposes and aesthetic enjoyment be protected" and that, "these waters shall not act as receiving waters for any discharge which has not received the best degree of treatment or control."

Groundwaters: The groundwater under the area of the former NAS is within aquifers that are part of the Ewa aquifer system of the Pearl Harbor aquifer sector. A confined aquifer is a deep layer of basalt, as well as a shallow unconfined aquifer in the overlying caprock, and is present under JRF.

This groundwater in the confined aquifer is brackish with a chloride content ranging from 250 to 1,000 milligrams per liter and considered too deep to be contaminated from the surface. According to the Federal Safe Drinking Water Act, this aquifer qualifies as a source of drinking water. However, the State has a more stringent standard for salinity and does not consider this aquifer a source for potable water use.

The shallow non-confined aquifer at Kalaeloa is brackish with chloride content ranging from 1,000 to 5,000 milligrams per liter; the water is not suitable for consumption or irrigation without desalination. This aquifer is at approximately 50 feet below ground surface along the northern boundary and at sea level along the shoreline. The aquifer is susceptible to contamination and no production wells have been developed.

Along with natural underground resources, JRF has an extensive system of injection wells located throughout the airport property. The injection well system also includes wells constructed by the U.S Navy and a Swale/Trench located north of the Coast guard Facility. Sheet flow is carried by a series of inlets and pipes to this swale/trench which contains a network of dry wells located within the base of the swale/trench.

The Dry well system was built with the design intention to handle and drain storm event volumes. The DOH Safe Drinking Water Branch had approved the dry wells to be considered as a part of the Underground Injection control program (UIC). As measure to protect against discharge into State waters, Sandy loam underlying most of the airport effectively drains surface groundwater's flows into the ground.

Impacts and Mitigation Measures

No short or long-term significant impacts are anticipated on surface, coastal and/or groundwaters in the project vicinity during construction or operation of the proposed project. Additionally, a National Pollutant Discharge Elimination System (NPDES) permit for storm water runoff for construction activities will be required should individual or cumulative soil disturbances at the project site exceed one acre of land area. Mitigation

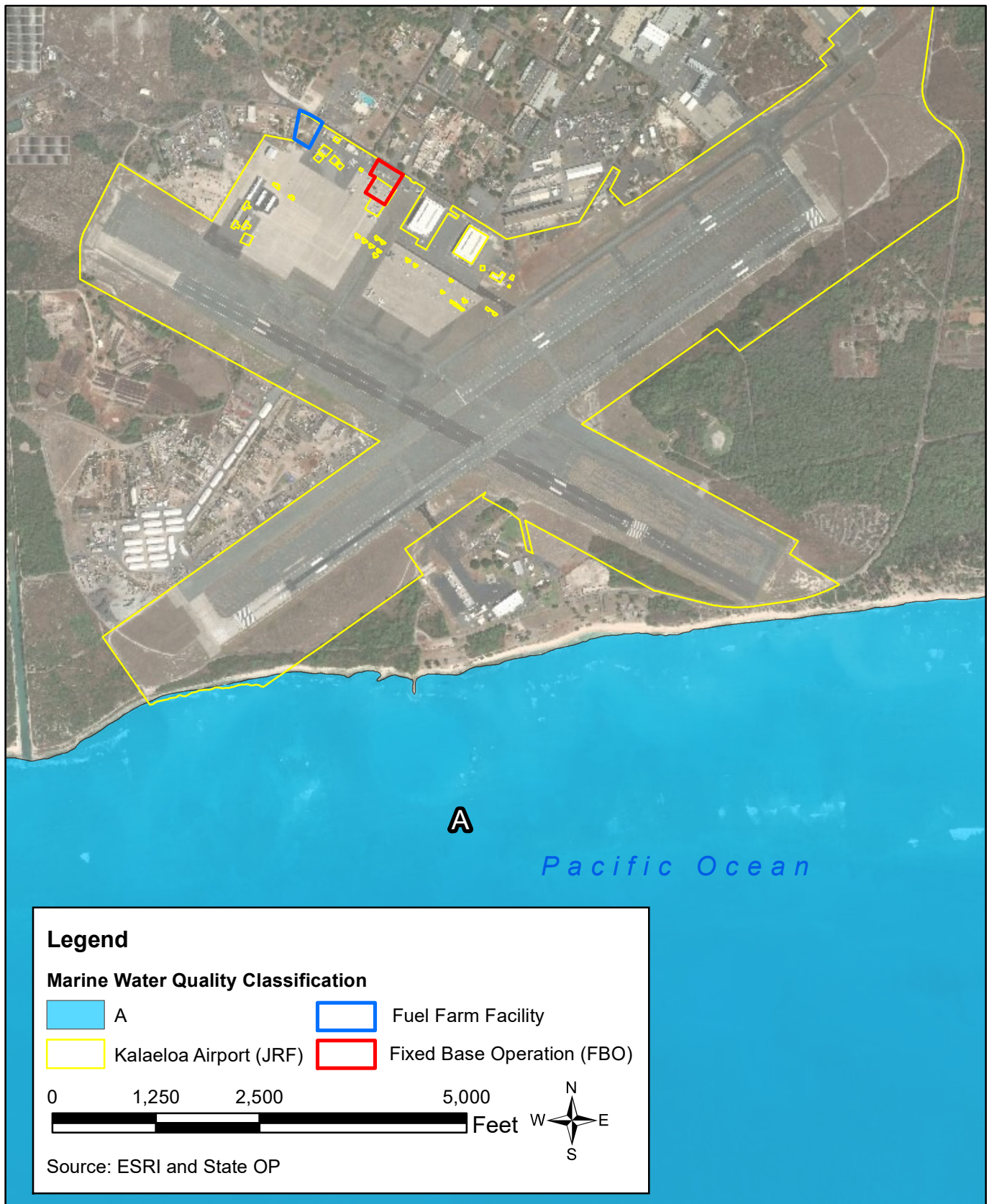


FIGURE 3-3
Coastal Waters Map
*Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii*

measures will be instituted in accordance with site specific assessments, incorporating appropriate structural and/or non-structural best management practices (BMPs) and implementing erosion control measures. Any discharges related to project construction will also need to comply with applicable State Water Quality Standards as specified in HAR, Chapter 11-54 Water Quality Standards and HAR, Chapter 11-55 Water Pollution Control.

3.4. Natural Hazards

3.4.1. Sea Level Rise

The Earth's climate has experienced natural changes and variability throughout its geologic timeline, however, the changes that have occurred over the past century are unprecedented. Anthropogenic GHG emissions are causing global warming and climate disruption. The concentration of carbon dioxide, as well as other GHG, are well outside the range of natural variability and are reaching the highest levels seen in at least 800,000 years (Hawai'i Climate Change Mitigation and Adaptation Commission, 2017).

Sea level is rising at increasing rates due to global warming of the atmosphere and oceans and melting of the glaciers and ice sheets. Rising sea level and projections of stronger and more frequent El Niño events and tropical cyclones in water surrounding Hawaii indicate a growing vulnerability to coastal flooding and erosion. If GHG emissions are maintained at its current rate of increase, the Intergovernmental Panel on Climate Change (IPCC) (2014) predicts up to 3.2 feet of global sea level rise by the year 2100. However, recent observations and projections show that this magnitude of sea level rise could occur as early as year 2060 under recently published high-end scenarios (Sweet et al., 2017). There are questions and debate around the exact timing of that rise due largely to uncertainties around the future behavior of the Earth's cryosphere and global GHG emission trajectories.

The project site is not located within the 3.2-foot or 6-foot sea level rise exposure area (SLR-XA) as depicted by the National Oceanic and Atmospheric Administration (NOAA) Sea Level Rise data (See Figure 3-4: Sea Level Rise Exposure Map).

Impacts and Mitigation Measures

No short or long-term impacts on sea level rise are anticipated during construction or operation of the proposed project. The exact nature of how the sea level will rise and when is unknown. New information will continually need to be incorporated within future assessments to identify where efforts should be focused when developing adaptation strategies to sea level rise.

3.4.2. Flood and Tsunami Hazard

Honolulu is vulnerable to flooding from inland streams, hurricane and tropical storm surge, and seasonal high waves. Honolulu has historically experienced widespread flooding (Fletcher et al. 2002).

The project site is 40 feet above mean sea level and is located within the area covered by Flood Insurance Rate Map Panel 310, Map Number 15003C0310F and Panel 320, Map Number

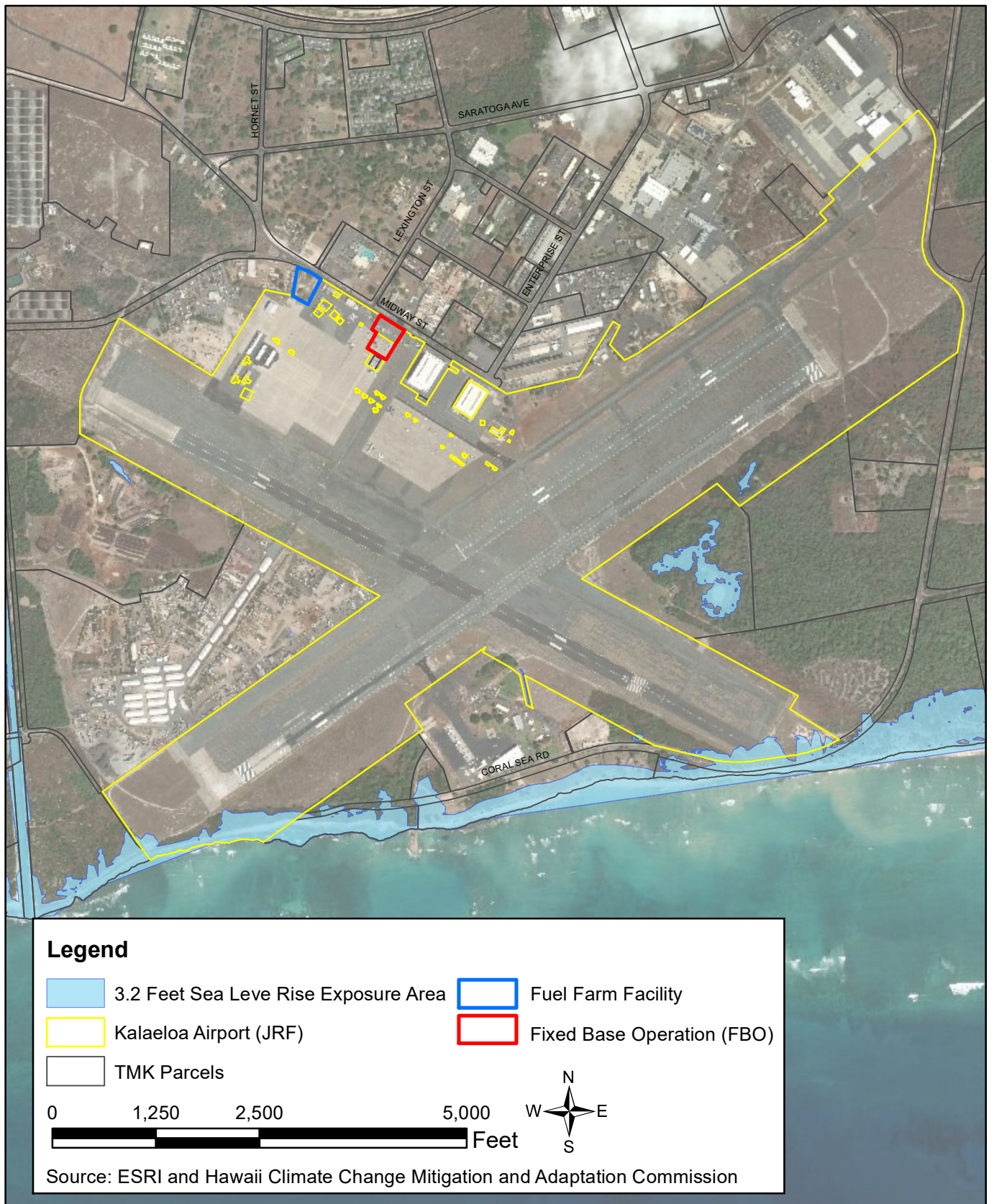


FIGURE 3-4

Sea Level Rise Exposure Map

*Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii*



15003C0320F, both dated September 30, 2004. According to these maps, the project site is located within Zone D, areas where flood hazards are undetermined, but possible (See Figure 3-5: Flood Insurance Rate Map).

In addition, Map Number 15003C0320F shows the shoreline portion of the airport is located in Zone A, special flood hazard areas subject to inundation by the 1% annual flood, and Zone AE, special flood hazard areas with base flood elevations determined. The area within Zone AE shows a base flood of +7 feet mean sea level. This Zone AE flood elevation extends between 60 to 80 feet into the airport property only along the shoreline.

The project site sits in a dry and arid environment where the risks of flooding are low due to a combination of factors that include low rainfall, thin soil layer, slope, and the porosity of the bedrock. During periods of heavy rainfall, localized ponding and some scouring by flowing surface water may occur. However, those conditions typically dissipate as the water rapidly percolates through the substrate.

A portion of the airport is within the tsunami evacuation zone, as determined by City and State Civil Defense agencies. The project site is located outside of the tsunami evacuation zone (See Figure 3-6: Tsunami Hazard Map). The tsunami evacuation zone depicts estimated inundation limits for all coastal areas of Oahu using available historical data. The evacuation zone designation extends about 3,000 feet from the shoreline on the western boundary and tapers to about 2,000 feet on the eastern boundary. The evacuation zone is an advisory designation meant to foster tsunami preparedness.

Impacts and Mitigation Measures

In the short and long-term, no significant impacts are anticipated on flood hazards in the project area. The proposed improvements will not increase flood risks or cause any adverse flood-related impacts at the project site or at lower elevation properties. For development of the proposed facilities, all drainage improvements, excavation and grading will be coordinated with the appropriate agencies during permitting and construction in order to ensure that implementation of the proposed action will not result in significant impacts regarding flood and tsunami hazards.

3.4.3. Hurricane and Wind Hazard

The Hawaiian Islands are seasonally affected by Pacific hurricanes from the late summer to early winter months. The State has been affected twice since 1982 by significant hurricanes, Iwa in 1982 and Iniki in 1992. During hurricanes and storm conditions, high winds cause strong uplift forces on structures, particularly on roofs. Wind-driven materials and debris can attain high velocity and cause devastating property damage and harm to life and limb.

As a hurricane nears land, the surge of water, topped by battering waves, can move ashore along an area of the coastline into low lying coastal areas. Due to differences in atmospheric pressure, tidal stage, coastal topography, and location relative to the eye of the hurricane it is difficult to predict how hurricane-induced storm surge may impact a specific location. It is difficult to predict these natural occurrences, but it is reasonable to assume that future events

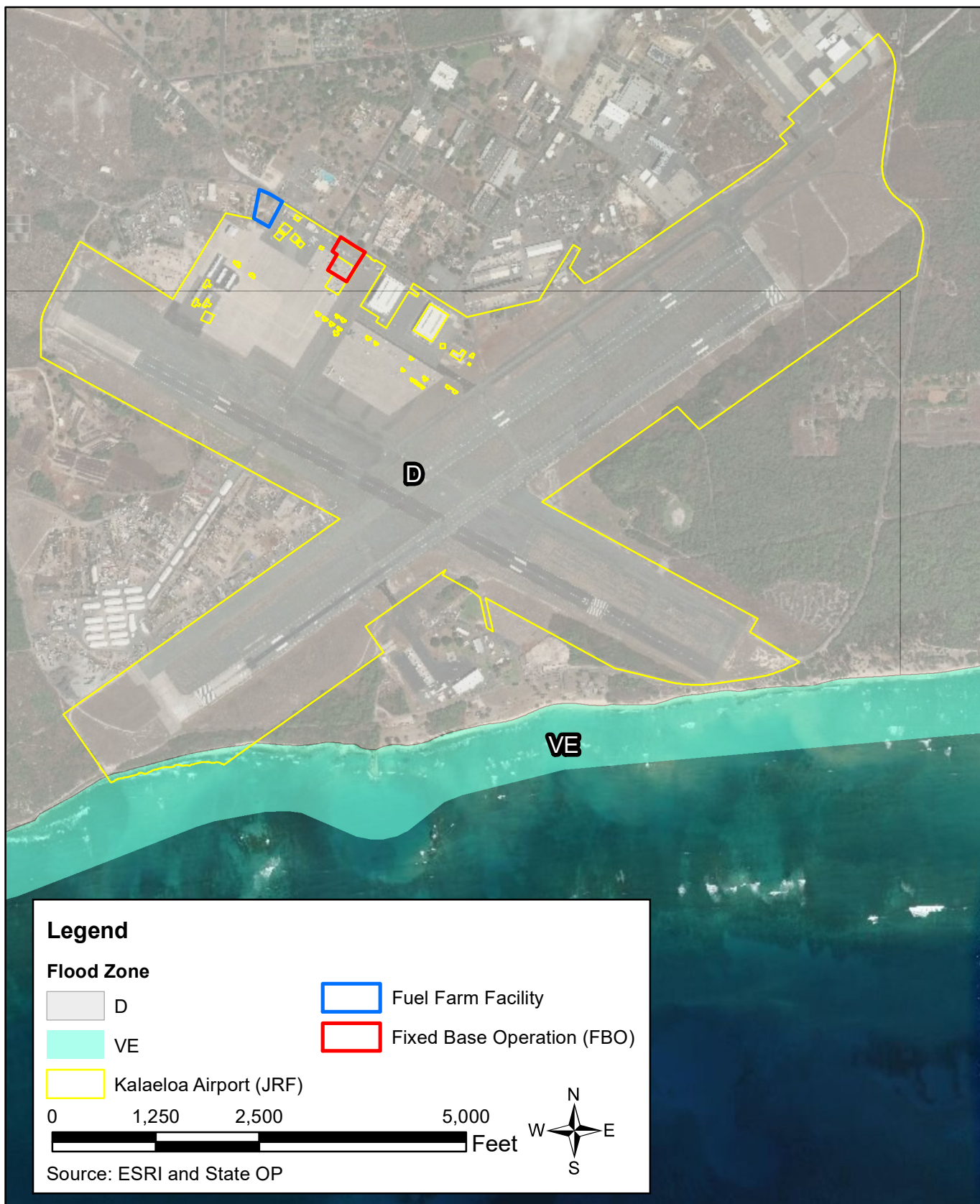


FIGURE 3-5

Flood Insurance Rate Map

*Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii*



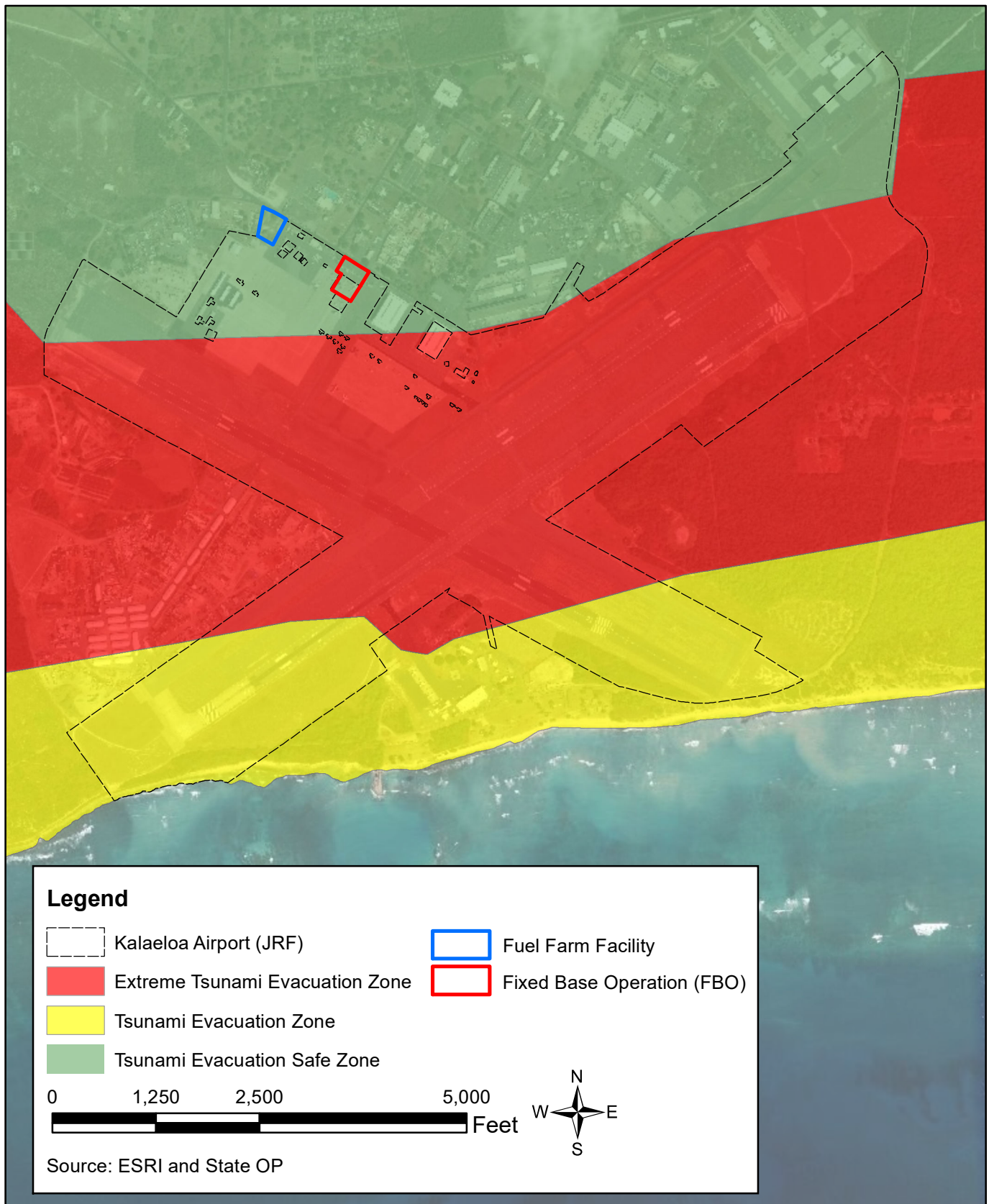


FIGURE 3-6

Tsunami Hazard Map

*Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii*



will occur. The project site, however, is no more or less vulnerable than the rest of the island to the destructive winds and torrential rains associated with hurricanes.

Impacts and Mitigation Measures

The potential for hurricanes, while relatively rare, is present. To safeguard against hurricane damage, project improvements will be designed in compliance with American Society of Civil Engineers and IBC standards for wind exposure.

3.4.4. Seismic Hazard

The southern shoreline of Oahu lies within the Molokai Seismic Zone. This region of Oahu is classified as a 2A Seismic Zone under the Uniform Building Code (UBC). Zone 2A is characterized as having earthquakes that may cause minor damage to structures. Volcanic hazards in the area are considered minimal due to the extinct status of the former volcanoes.

Impacts and Mitigation Measures

Oahu has not experienced significant seismic events in the modern era. The proposed project improvements would meet prevailing building codes, which incorporate specifications to reduce vulnerability to earthquakes. Continued adherence and revision of local building codes while project is under construction will seek to mitigate any risk associated with seismic activity.

3.5. Natural Environment

3.5.1. Flora and Fauna

The project site is located in a highly altered urban environment. This area has been subject to intense anthropogenic activity over the past century. Thus, flora within the project site consists predominantly of common naturalized species that are regularly found in ruderal areas around the State.

The endemic akoko shrub (*Chamaesyce skottsbergii* var. *Skottsbergii*), a federally listed endangered species, occurs in an area east of JRF. There are no listed or candidate threatened or endangered botanical species as set forth by the U.S. Department of the Interior Fish and Wildlife Service (USFWS) on the project site.

Mammalian species that may appear at the project site include the small Indian Mongoose, rats and feral cats and dogs. The project site is largely devoid of vegetation and surface water resources and does not constitute a desirable habitat for endangered or threatened bird species. It is possible that transient migratory species, such as the Pacific Golden Plover and Wandering Tattler, may appear at the project site, as the species regularly occur in other open coastal areas of Oahu. Other common bird species found throughout Oahu that may appear at the project site include Common Mynas, Red-Whiskered Bulbul, Zebra Doves, and House Sparrows.

None of these species is a listed or candidate threatened or endangered species as set forth by the USFWS.

Impacts and Mitigation Measures

Potential adverse impacts on flora and fauna are not anticipated. The project site is located within a highly altered urban environment, part of which is a concrete aircraft parking apron. Thus, the proposed FBO site has no vegetation that could be usable habitat for bird species. The proposed Fuel Farm facility site is currently undeveloped and consists of common naturalized species found in ruderal areas around the State. The project site contains no listed, threatened or endangered faunal species as set forth by the USFWS. No listed or protected plant species are present at project site. Rare, threatened, or endangered fauna also do not utilize the site for habitat or foraging purposes.

Construction activities may temporarily disrupt routine behavior of common faunal species in the immediate area of the project site, but will not result in permanent displacement, or adversely affect regional distribution of affected fauna. Once project activities are complete, faunal activity in the vicinity of the project site is expected to return to pre-existing conditions.

No adverse impacts resulting from the project are anticipated. However, measures to prevent adverse effects to protected seabirds from night lighting will include the following:

- During construction activities, all nighttime lighting will be shielded and angled downward to reduce glare and disruption of bird flight.
- Following construction, permanent light sources will be shielded and angled downward to eliminate glare that could disturb or disorient birds in flight.

3.6. Historic, Archaeological and Cultural Resources

Historic and Archaeological Resources: The U.S. Navy FEIS documented 62 archaeological sites on surplus lands that are eligible for listing in the National Register of Historic Places (NRHP). None of these sites is located within JRF or the project site.

Accordingly, the U.S. Navy FEIS also determined that a total of 12 individual structures within JRF were eligible for listing on the NRHP. They include the air traffic control tower (Building 4), two large hangars (Hangars 110 and 111), the current HDOT-A baseyard facility (Building 115), and a total of 8 ready magazines (7 adjacent to the hangars and one adjacent to Building 115). Since the time of the U.S. Navy's FEIS, the Air Traffic Control Tower, Hangars 110 and 111 have been placed on the National Register.

Cultural Resources: The project site may have been used for ranching prior to intensive military use as part of the NAS Barbers Point beginning in the 1930's. During the period of use by the U.S. Navy, the project site was developed as a concrete aircraft parking apron, a use which continued until JRF was transferred to the HDOT-A. The project site will be in a secured area and access will be for authorized personnel only; thus, traditional or cultural practices is not expected.

Impacts and Mitigation Measures

There are no identified archaeological sites within the airport, however, three structures at the airport were placed on the National Register. Thus, development of the proposed action would not result in adverse impacts to archaeological resources.

Uses at the project site will be limited by the HDOT-A to activities permitted by HAR, Chapter 19-17.1, Small Plane Hangar Units and Tie-Down Spaces at Public Airports. Access to the project site is controlled by the HDOT-A and by assurances made by HDOT-A to the U.S. Department of Transportation, Federal Aviation Administration (FAA). HDOT-A and FAA policies limit the project site to aviation activities. Thus, the exercise of native Hawaiian rights, or any ethnic group, related to gathering, access or other customary activities will not be affected by the construction of the proposed action.

Based on the above, the potential for adverse direct, indirect, or cumulative project effects to traditional or contemporary cultural practices is not anticipated. However, because there is always the potential for the discovery of iwi or other cultural remains, any inadvertent finds will immediately result in the cessation of work and the immediate reporting of the find to the SHPD (Main Office, Oahu). SHPD will provide further instructions regarding the treatment of the find and the conditions when work may be resumed.

3.7. Air Quality

The DOH Clean Air Branch, monitors the ambient air quality in the State for various gaseous and particulate air pollutants, and is responsible for regulating and monitoring pollution sources to ensure that the levels of criteria pollutants remain well below the State and federal ambient air quality standards. The U.S. Environmental Protection Agency (EPA) has set national ambient air quality standards (NAAQS) for six criteria pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead (Pb), ozone (O₃), and particulate matter (PM₁₀ and PM_{2.5}). Hawaii has also established a state ambient air standard for hydrogen sulfide (H₂S) related to volcanic activity on Hawaii Island. The primary purpose of the statewide monitoring network is to measure ambient air concentrations of these pollutants and ensure that these air quality standards are met.

Air pollution in Hawaii is caused by many different anthropogenic and natural sources. There are industrial sources of pollution, such as power plants and petroleum refineries; mobile sources, such as cars, trucks and buses; agricultural sources, such as crop burning, and natural sources, such as windblown dust and volcanic activity.

The quality of air in the project area is good as no major air pollutant generators operate in the vicinity. No industrial incinerators, rock quarries, manufacturing plants, or mass drying beds occur. Moreover, there are no heavily-used thoroughfares or busy intersections that generate extensive exhaust emissions from high vehicle volumes.

Impacts and Mitigation Measures

Fugitive dust will be controlled, as required, by methods such as dust fences, water spraying and sprinkling of loose or exposed soil or ground surface areas. As deemed appropriate, planting of landscaping will be done as soon as possible on completed areas to also help control dust. Respective contractors will be responsible for minimizing air quality impacts during the various phases of construction.

Exhaust emissions from construction vehicles are anticipated to have negligible impact on air quality as the emissions would be relatively small and readily dissipate. In the long-term, some vehicular emissions related to operations at the project site are expected, however, due to the generally prevailing trade winds, the emissions would be readily dissipated.

Emissions from aircraft using JRF and from vehicle-trips related to airport activities will also be lower than historical emissions when the former NAS was in operation. The ambient air quality conditions in the vicinity were not an issue during that time and reduced emissions from aviation activities at JRF would not create an adverse impact to air quality.

3.8. Noise

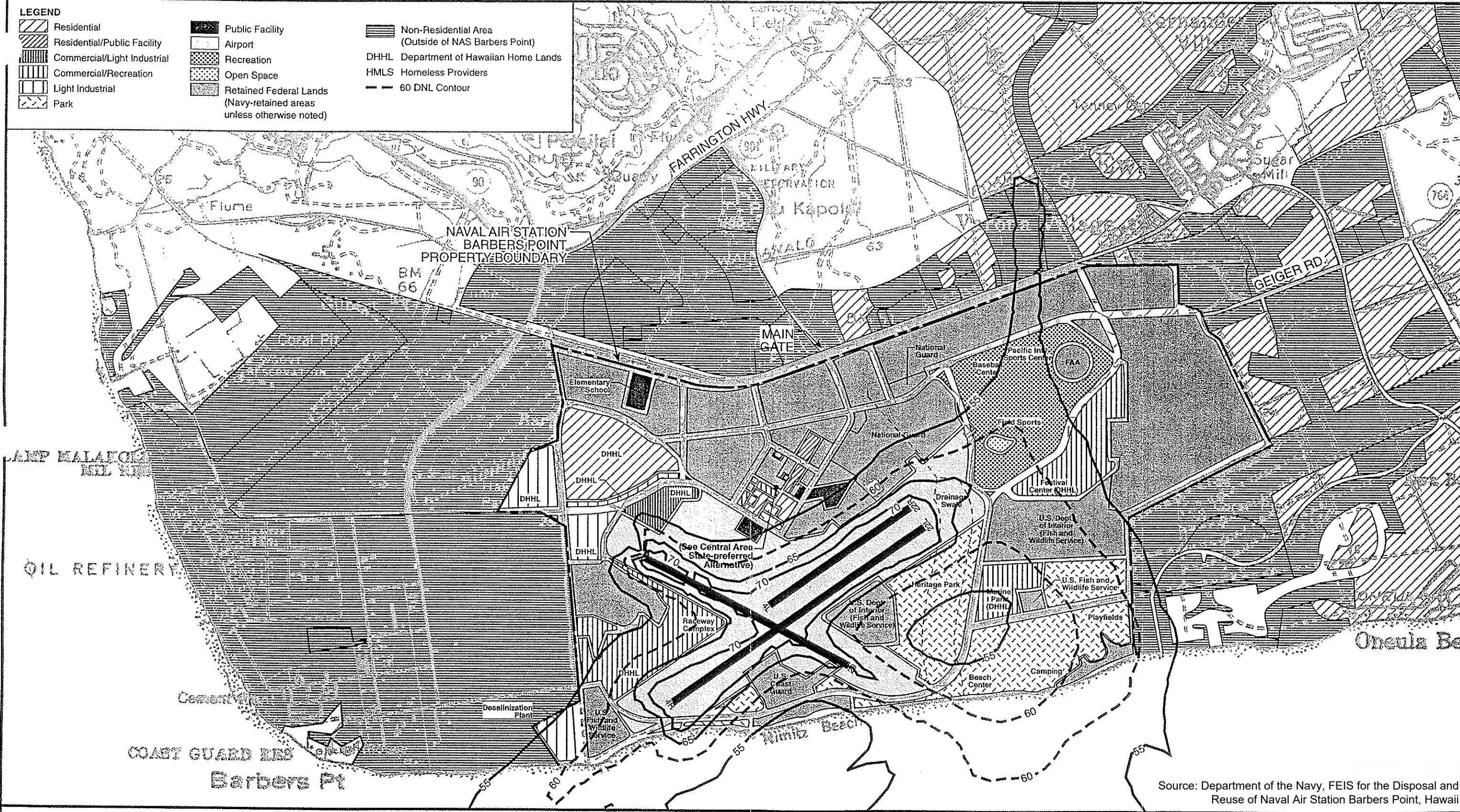
The predominant source of noise at JRF is aircraft performing takeoff and landing operations. Noise levels range from over 80 DNL on and immediately adjacent to the runways, to 55 DNL approximately 8,000 feet from the sides of the runways (See Figure 3-7: Noise Contour Map). Several U.S. Navy housing and support facilities occur within the 60 DNL contour, which means the populations may be exposed to sound levels greater than 60 DNL.

The JRF Master Plan shows that between aircraft flyby events, background ambient noise levels are typically less than 55 dBA. These levels may decrease to levels less than 40 dBA during calm wind periods at locations which are removed from motor vehicle traffic, surf noise, or developed areas.

Impacts and Mitigation Measures

Construction activities such as grading, excavating for footings and foundations, and erecting the buildings will create noise during construction. The equipment used for these activities typically include pick-up trucks, excavators, graders, rollers, backhoes, concrete delivery trucks, water tank trucks, hydraulic cranes, and forklifts.

Noise generated by construction vehicles will be short-term during the period of construction. Once construction has been completed, the construction noise impact will no longer occur. Impacts from construction noise are not anticipated to be significant as the project site and much of the surrounding land uses are considered airport or industrial related.



Sources: NASBP Land Use: Helber Hastert & Fee Planners (December 1997);
 Federal Retention Areas: PACNAVFACENGCOM (September 28, 1998);
 Land Use Outside of NASBP: The Estate of James Campbell, Kapolei Area Long Range Master Plan, October 1997;
 Noise Contours: Aries Consultants Ltd. (March 1998);
 Base Map: USGS Topographic Map of the Island of Oahu (1970).

FIGURE 3-7 Noise Contour Map

3.9. Hazardous Materials

An environmental baseline survey was performed at the former NAS to identify contaminated and uncontaminated areas. The contaminated areas identified under the Community Environmental Response Facilitation Act of 1992 (CERFA), Pub. L. 102-426, were referred to as points of interest (POIs). Three sites consisting of 5 locations were located within the JRF property. Two sites consisting of 3 locations are located within the project site. According to the U.S. Navy FEIS, Hangar 110, Hangar 111, and Substation S110 were identified POIs within the JRF boundary. These POIs could potentially have released oil, solvents, or fuel.

One site located at the northwest boundary of the project site was identified as a transformer containing Polychlorinated Biphenyls (PCBs). The U.S. Navy FEIS indicates the sources have been either retrofitted (replaced with non-contaminated transformer) or retrofitted-replaced with a non-PCB dielectric fluid to flush out PCBs.

The other site consisting of 2 locations were located near Hangars 110 and 111. The U.S. Navy FEIS identified these sites as dry wells that pose no risk, and that dry well sediments exceeding hazardous waste levels were removed as part of the compliance program.

Impacts and Mitigation Measures

The proposed action would be subject to HAR, Chapter 19-17.1, Small Plane Hangar Units and Tie-Down Spaces at Public Airports. Specific sections of the rules relate to fire safety and flammable liquids, including paints, thinners, and solvents. HAR, Chapter 19-17.1, allows storage of flammable liquids if contained in approved closed metal containers of not more than five gallons. Further, use of these liquids is allowed in a designated area. The rules do not allow use of gasoline for the cleaning of aircraft or aircraft parts within hangars. Also, no person shall spray paints, dopes, solvents, primers, thinners, or similar flammable materials within a hangar. Waste oil and other flammable liquid waste shall not be kept in a hangar but shall be discarded in the receptacles provided for this purpose. These rules are to protect the project site and surrounding areas from adverse impacts from use of the hazardous and flammable materials.

JRF includes a baseyard and aircraft rescue and firefighting facilities with a total of seven aircraft firefighting vehicles and vehicle fueling facilities. Vehicles and equipment assigned to JRF are maintained at JRF and the main baseyard located at HNL.

However, the aircraft firefighting vehicles and other vehicles and equipment are fueled at JRF.

JRF has an extensive system of injection wells located throughout the airport property, including additional ones which were constructed by the U.S. Navy and a swale/trench located north of the Coast Guard facility. Sheet flow is carried by a series of inlets and pipes to this swale/trench which contains a network of dry wells located within the base of the swale/trench.

The network of dry wells has been designed to capture and drain variable storm event volumes. The dry wells have been approved by the DOH Safe Drinking Water Branch as part of the Underground Injection Control (UIC) program. In addition, the sandy loam soil underlying most of the airport effectively drains surface groundwater flows into the ground such that flows do not discharge to State waters.

3.10. Traffic

The main entrance to the airport is from the north via Fort Barrette Road, an arterial road, which connects to the H-1 Freeway, the main regional thoroughfare in the area. Fort Barrette Road intersects with Franklin D. Roosevelt Road (which runs along the entire northern boundary of the former NAS). Fort Barrette becomes Enterprise Road south of Franklin D. Roosevelt Road and continues onto the entrance of JRF.

The existing roadways surrounding the airport were constructed by the U.S. Navy and have been used by the State since closure of the former NAS. Roads that were transferred to the HDOT-A include Franklin D. Roosevelt Road, West Perimeter Road, Enterprise Road, Coral Sea Road, and a right-of-way for a future connection with the North-South Road.

Roads transferred to the City include Saratoga Road, Independence Road, Tripoli Road, Yorktown Road, Shangri-La Road, Midway Road, Lexington Road, Hornet Road, Copahee Road, Boxer Road, and several right-of-ways for road extensions.

Vehicle parking is available in a lot adjacent to the air traffic control tower, in a large lot near Hangar 110 and Hangar 111, and smaller lots along Midway Road.

Public transportation in this region is primarily provided by the City's TheBus system of fixed routes, transit hubs, and the HandiVan special services. A transit hub has been created in Kapolei. The transit hub is connected by TheBus to the transit hub in Ewa, with a limited number of transit stops along Roosevelt Road in Kalaeloa. Additionally, a transit route currently services the downtown area in Kalaeloa with a stop at Yorktown and Enterprise Road. Service however is infrequent and limited to one stop in the morning and one stop in the evening.

Bus service is provided into the JRF area by the City's TheBus by Route 415. This route enters the former NAS property at the intersection of Roosevelt Avenue and Fort Barrette Road and forms a loop along Enterprise Avenue, Yorktown Avenue, Lexington Avenue and Saratoga Avenue. Yorktown Avenue lies one block north of Midway Avenue, the northern boundary of JRF.

A new rapid transit rail line is also being constructed to link the Ewa region with central Honolulu.

Impacts and Mitigation Measures

Short-term traffic impacts related to proposed construction activities will occur while equipment and materials are moved to the project site. However, this traffic will be local, short-term, and consistent with the industrial character of the nearby land uses.

In addition, the construction of the FBO and Fuel Farm facility will be phased over time. Thus, construction of the improvements should not create an adverse impact to traffic.

The proposed facilities will not involve traffic volumes such as those which formerly used the roadways adjacent to the airport. The City bus system is available for travel to JRF. With the ongoing pandemic brought on by COVID-19, use of the bus system is difficult to determine at this time. The project is not expected to create significant adverse effects to the City bus system.

3.11. Visual Resources

Hawaii's visual resources are important to the state's tourism industry and the quality of life enjoyed by the State's residents. The State's visual resources include a broad range of natural and developed areas and a tremendous variety of land uses, water bodies, and vegetation types. These visual resources also include urbanized areas that range from small rural towns to the metropolitan center of Honolulu.

No major scenic view planes can be found within the vicinity of the project site. The project site is a relatively flat concrete aircraft parking apron. The project site has no vegetation and does not have any significant aesthetic features. The project site is south of Midway Road, the main roadway that provides access to the western and southern portions of the airport. The general visual character of the airport reflects industrial and former military use of the lands. The facilities and structures are functional, without extensive enhancements to the exterior finishes or features.

Impacts and Mitigation Measures

No short- and long-term significant impacts are anticipated on visual resources. The structures associated with the Proposed Action will be similar in character and massing to other existing structures at the airport.

The primary visual impact of Proposed Action would be to the general public who visit the JRF. The closest public roadway would be Midway Road which forms the northern boundary of the Airport. However, from Midway Road, proposed facilities would be about 1,000 feet from the roadway.

3.12. Socio-Economic Characteristics

As referenced previously, Kalaeloa is situated within the Ewa region of the City and bounded by residential development to the north and east, and by the James Campbell Industrial Park to the west. Communities in the region, consisting of predominantly single-family residences, include Kapolei, Makakilo, Honokai Hale, Ewa Beach, Ewa by Gentry, Ewa Villages, Ocean Pointe, and other single and multifamily developments. Commercial areas, schools, and parks support the residential neighborhoods. The northeastern corner of Kalaeloa is adjacent to the Honouliuli Wastewater Treatment Plant. The State's Kalaeloa Harbor and the Ko Olina Resort are located west of the James Campbell Industrial Park. The recently constructed University of Hawaii, West Oahu campus is located north of Kalaeloa in the eastern portion of Kapolei.

There is an established residential community in Kalaeloa that rents apartments and homes that were once a part of the Marine Corps Air Station Ewa. The Kalaeloa Professional Center is home to various businesses and services, including a U.S. Army Medical Clinic. Additionally, the FBI, Army National Guard, USCG, and JRF, are all government agencies located in Kalaeloa that provide jobs for the community. Kalaeloa is also home to businesses that include K-1 Speed Hawaii and the Coral Crater Adventure Park catering to active families. White Plains Beach is a family friendly beach and is used for surfing. Military Morale, Welfare and Recreation (MWR) program facilities are located near the coastline.

Much of the Ewa region was once dedicated to the cultivation of sugar cane up until the closure of the Oahu Sugar Company in the early 1990s. During the 1990s, the cane fields yielded to newly constructed homes with much of the new development east of Kalaeloa along Fort Weaver Road. The region is now home to approximately 70,000 people, while the larger Leeward Oahu area (Ewa, Central Oahu, North Shore and Waianae) has nearly 300,000 residents. The Ewa region is growing into a new urban center and is the location on Oahu most likely to accommodate population growth. While the Oahu-wide population increase is forecasted at 1.6 percent annually, Ewa could experience a 3.6 percent average annual growth rate. Of the 200,000 additional residents expected on Oahu (between 2000 and 2025), about 30 percent are expected to live in the Ewa region. The City's Ewa Development Plan envisions the resident population to grow over 164,000 by the year 2035.

Tourism is the primary economic engine of Oahu, but the public sector also plays a major role in the island's economy. According to the Hawaii Tourism Authority, in 2019, the total number of visitors to Oahu was 10,386,673, an increase of 5 percent from 2018. Total spending by visitors to the Hawaiian Islands gained 1.1 percent to a new high of \$17.84 billion.

According to the U.S. Census American Community Survey, median household income in the Site census tract was estimated at \$86,085 (in 2014) and per capita income was \$22,235 (in 2014). Median household income in Honolulu County was \$91,139 and per capita income was \$30,735.

Impacts and Mitigation Measures

The economic viability and potential for growth of the Kalaeloa and Ewa neighborhoods are closely tied to the capacity of essential infrastructure. The proposed improvements will seek to augment and serve aviation operations and drive commerce in the region.

In the short term, construction expenditures will have a beneficial impact on the local construction industry, and construction activities will benefit the community indirectly through the creation of jobs.

In the long term, by supporting General Aviation operations at JRF, the proposed action will drive business and expenditures towards direct product-centered and service-related expenditures. Implementation of the proposed action will result in potential secondary beneficial impacts by stimulating local business enterprises and increasing local employment. Combined increased business activities will result in increased state revenues in the form of excise, individual, and corporate taxes.

Combined with other past, present, and reasonably foreseeable future actions the proposed action would support the local economy and anticipated increased area population. Because population growth on Oahu is anticipated to occur with or without implementation of the proposed project no significant adverse cumulative impacts to the socio-economic environment are anticipated.

3.13.Public Services and Facilities

3.13.1. Police, Fire, and Medical Services

Police: The Honolulu Police Department (HPD)'s Kapolei police station is located at 1100 Kamokila Boulevard. The project site is in Patrol District 8, Sector 2. As of March 2020, HPD had 1,820 sworn officers (HPD, 2021).

Fire: Fire prevention, suppression, and protection services for all of Oahu is provided by the Honolulu Fire Department (HFD). The project site is located nearest the Kapolei Fire Station. In 2020, the HFD employed over 1,100 firefighters (HFD, 2020.)

Medical: The nearest major medical facility is the Queen's Medical Center West Oahu, a 7.2-mile drive from the project site. Emergency medical service is provided by the City and County of Honolulu Emergency Services Department, Emergency Medical Services Division. This facility provides emergency care as well as clinic specialty services, generally excluding General Medicine and Family Practice. The largest hospital on the island is The Queen's Medical Center on Punchbowl Street, with 505 small care beds and 28 sub-acute beds. Queen's at Punchbowl is the only Level II trauma center in the Pacific Region and provides emergency, primary, and specialized care. Any trauma patients are transferred to Queen's, approximately six miles from the project site (The Queen's Medical Center, 2013). In addition, numerous privately operated medical/dental clinics and offices are located in the area to serve the local population.

Impacts and Mitigation Measures

Police: The proposed action would not result in an increase in demand for police protection services. No direct, secondary or cumulative impacts to police protection are anticipated or expected, and no mitigation measures are necessary or recommended.

Fire: The proposed action would not result in an increase in demand for fire protection services. The proposed improvements will comply with Kalaeloa Community Development Plan and all applicable CCH design standards to meet health and fire safety requirements, including the provision of fire apparatus access roads that meet county requirements and an accessible and reliable water source. The water supply and routing systems for the proposed action are being designed in accordance with all applicable Kalaeloa Community Development Plan and CCH standards. No direct, secondary or cumulative impacts on fire protection are anticipated or expected, and no mitigation measures are necessary or recommended.

Medical: The proposed action would not result in an increase in demand for health and emergency services. No direct, secondary or cumulative impacts on emergency services are anticipated or expected, and no mitigation measures are necessary or recommended.

3.13.2. Education

The project site is within the Leeward Oahu school district, in the Campbell-Kapolei Complex area. In addition to two high schools, the complex includes 12 elementary schools and three intermediate schools. The Barbers Point Elementary School is located near the project site with 540 students enrolled in the 2018-2019 school year (DOE, n.d.)

There are two private schools in Kapolei, the American Renaissance Academy and Island Pacific Academy, which enrolled 87 and 483 students, respectively, in 2014-2015 (Hawaii Association of Independent Schools, 2016). Kapolei Charter School by Goodwill Hawaii serves 49 students throughout grades 9 through 12, and is located 0.3 mile west of the western portion of the project site (Strive HI, 2018).

Further, higher education institutions in proximity to the project site include the University of Hawaii, West Oahu, which enrolled 3,128 undergraduate students in 2018 (University of Hawaii, West Oahu, 2018), and the Hawaii Tokai International College, which enrolled 158 undergraduate students in 2016 (Hawaii Tokai International College, 2016). Both are located approximately 2.8 miles northeast of the project site. There are two public libraries in the vicinity, Kapolei north of the project site, and Ewa Beach to the east near the James Campbell High School.

Impacts and Mitigation Measures

The proposed action is not anticipated to impact any schools or libraries. The project is not anticipated to obstruct or hinder access to nearby educational facilities, including the Barbers Point Elementary School. The proposed action would not increase nor decrease the provision of educational services to the community, and would not directly, secondarily, or cumulatively result in an increase in the area population, which would otherwise generate the need for school services.

3.13.3. Recreational Facilities

A wide range of recreational opportunities are present in the greater Kalaeloa / Kapolei Region. Specifically, the following recreational facilities are identified as within the general proximity of the JRF and the project site:

Regional Recreational Facilities:

- Barbers Point Beach Park
- Barbers Point Golf Course
- Kapolei Community Park People's Open Market
- Ko Olina Beach Park
- Makakilo Neighborhood Park
- Mehana Neighborhood Park

-
- Kapolei High School Farmer’s Market
 - Kapolei Community Park
 - Kapolei Regional Park
 - Kamokila Community Park
 - Nimitz Beach Park/Kalaeloa Beach Park
 - Pearl Harbor National Wildlife Refuge
 - Pointer Fields
 - Pride Fields

The majority of these recreational venues are available for use by the general public. The parks and baseball fields are owned and managed by the CCH Department of Parks and Recreation (DPR). DPR is currently under a licensing agreement with the U.S. Navy for the Pointer and Pride Fields and the Nimitz Beach Park/Kalaeloa Beach Park, while the CCH owns the other parks listed above. The Pearl Harbor National Wildlife Refuge is owned by the U.S. Fish and Wildlife Service and allows restricted, escorted public access. The 2013 Ewa DP envisions a future Kapolei Neighborhood Park approximately 1.1 miles north east and Kalaeloa Regional Park approximately 1.5 miles south and southeast of the project site. The park would anchor the Ewa Open Space and Greenways Network proposed in the Ewa DP.

Impacts and Mitigation Measures

The proposed action would not result in an increase in demand for nor interrupt the operation of recreational services or facilities. Consequently, no direct, secondary or cumulative impacts on recreational facilities are anticipated or expected, and no mitigation measures are necessary or recommended.

3.13.4. Solid Waste Collection and Disposal

Solid waste collection and disposal service is provided by the City and County of Honolulu’s Department of Environmental Services (ENV) and numerous private companies. Solid waste collected in the Honolulu area is hauled to the Campbell Industrial Park H-POWER Plant for incineration that generates electricity, followed by disposal of ash and non-combustibles at the Waimanalo Gulch Sanitary Landfill. Construction and demolition material is disposed of at the privately-owned PVT landfill in Waianae.

Impacts and Mitigation Measures

No short or long-term significant impacts to municipal solid waste collection and disposal facilities are anticipated as a result of the construction and operation of the proposed project.

Short-term impacts are anticipated in the form of construction debris that will be generated requiring disposal. The construction contractor shall be responsible for the proper disposal of construction debris at a CCH-approved disposal site. In accordance with HAR, Chapter 11-58.1, Solid Waste Management Control. No secondary or cumulative impacts to solid waste facilities would occur from the implementation of the proposed action.

3.14. Infrastructure and Utilities

3.14.1. Water System

The water distribution system at JRF is currently served by Hawai'i Water Service, a subsidiary of California Water Service Group, which completed the acquisition of Kalaeloa Water Company, LLC from the Hunt Companies Inc. in November of 2020 and has since began providing water and wastewater service to the Kalaeloa Area. Hawai'i Water Service serves all facilities at JRF. The City and County of Honolulu Board of Water Supply does not serve JRF.

According to the JRF Master Plan, the Barbers Point Well, the primary source of potable water used at JRF, is located approximately three miles north of the airport. This well has the capacity to pump approximately 4.6 million gallons per day.

There are two reservoirs located approximately two miles from the Airport each with a capacity of 1.0-million gallons. Water from the wells is chlorinated and fluoridated in a small structure located near the reservoirs prior to transmission and distribution.

Water is conveyed from the reservoirs to JRF by a 24-inch diameter transmission main. The potable distribution system consists of underground pipes ranging from 6 inches to 24 inches.

Impacts and Mitigation Measures

Water service to the project would be provided by the Hawai'i Water Service and conveyed through existing infrastructure on site. Proposed action water demands are not anticipated to be significant, and no major improvements to existing water system infrastructure will be required.

3.14.2. Wastewater System

Wastewater from the airport is collected by a system of gravity sewers and wastewater pump stations and conveyed to the City and County of Honolulu's nearby Honouliuli Wastewater Treatment Plan (WWTP) for treatment and disposal. The wastewater is handled by Hawai'i Water Service.

Impacts and Mitigation Measures

Wastewater generated by the project would be conveyed for treatment and disposal via existing wastewater conveyance infrastructure on site operated by Hawai'i Water Service. Wastewater generated by the proposed action improvements is anticipated to be minimal in comparison to the available capacity of the system that serves JRF. Consequently, the proposed action is not expected to significantly impact wastewater system infrastructure in the region.

3.14.3. Drainage System

For the most part, surface runoff at JRF is currently handled through an extensive system of swales, underground pipes, and dry wells. With the exception of small amounts of runoff that may enter the Pacific Ocean as overland flow, storm flows from the airport are disposed of

entirely on-site. The 1994 Environmental Baseline Survey conducted as part of the Navy's CLEAN (Comprehensive Long-Term Environmental Action Navy) Program estimated that the existing stormwater disposal system consists of over 200 dry wells. These consist of bored or drilled shafts ranging from 8 inches to 8 feet in diameter and having depths of 6 to 60 feet.

According to the JRF Master Plan, stormwater runoff and washdown water from Hangar 110, Hangar 111, and the former underground fuel farm near Taxiway P enter catch basins that are then piped underneath the runways and discharged to an earthen stormwater drainage ditch north of the USCG facility on the south side of the runways. Water discharged to the drainage ditch reportedly either enters the dry wells located in the bottom of the trench or infiltrates the ground surface.

The DOH Safe Drinking Water Branch manages and controls the UIC program. The purpose of the UIC program is to protect the quality of Hawaii's underground sources of drinking water from chemical, physical, radioactive, and biological contamination that could originate from injection well activity. Underground injection wells are wells used for injecting water or other fluids into a groundwater aquifer. DOH Administrative Rules, Title 11, Chapter 23 provides conditions governing the location, construction, and operation of injection wells so that injected fluids do not migrate and pollute underground sources of drinking water. The DOH uses a UIC line to identify locations where underground injection wells will be allowed. Sites below (makai) of the UIC line are allowed to use injection wells to dispose surface runoff, as the underlying aquifer is not considered drinking water source. JRF, including the project site, is located below (makai) the UIC line.

Impacts and Mitigation Measures

The project site will be designed to direct stormwater runoff to a series of grated drain inlets and underground pipes, and then to underground injection wells for disposal. Use of underground injection wells are allowed at the airport, including at the project site, under the DOH UIC program. Thus, development of the drainage systems for the proposed facilities will not create an adverse impact to aquifers and groundwater resources.

The Stormwater Program for Municipal Separate Storm Sewer Systems (MS4) is designed to reduce the amount of sediment and pollution that enters surface and ground water from storm sewer systems to the maximum extent practicable. Stormwater discharges associated with MS4s are regulated through the use of NPDES permits.

Phase II of the MS4 program, issued in 1999, requires regulated small MS4s in urbanized areas, as well as small MS4s outside the urbanized areas that are designated by the permitting authority, to obtain NPDES permit coverage for their stormwater discharges. Generally, Phase II MS4s are covered by a general permit. Each regulated MS4 is required to develop and implement a stormwater management program to reduce the contamination of stormwater runoff and prohibit illicit discharges.

Based on the digitized maps issued by the EPA for the 2000 Census, JRF is not identified to be within a defined urbanized area pursuant to the MS4 program definition.

Additionally, JRF's pervious terrain of sandy-loam, its installed structural drainage system of swales and extensive UICs wells, effectively impounds surface flows and eliminates discharges to the receiving water (Pacific Ocean, Marine, Class A waters). For these very reasons, JRF obviates the need for a small MS4 NPDES permit.

All discharges related to the project construction or operation activities, whether or not NPDES permit coverage is required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of \$25,000 per day per violation.

3.14.4. Electrical and Communication Systems

Electrical power on the island of Oahu is provided by Hawaiian Electric Company (HECO). A significant electrical source for the project area is the Downtown Power Plant.

Electrical power for JRF likewise is provided by HECO through a distribution system consisting of overhead and underground lines. The primary distribution is via 11.5 KV, 3-phase circuits. Transformers at various locations reduce this voltage to 120/240 volt single-phase, three-wire circuits used to supply individual structures. HECO's generating capacity and the transmission and distribution system is adequate at the present time.

Telephone service in the area is provided by Hawaiian Telcom.

Spectrum is the local CATV provider in the region.

Impacts and Mitigation Measures

In the short and long-term, the proposed action is not anticipated to impact or increase overall demand on electrical and communication systems in the area.

HECO has been apprised of the proposed action and will continue to be consulted with during the planning process. It is anticipated HECO will evaluate the project's impact on their system as it develops. No significant impact from the project on electrical service is anticipated.

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CHAPTER 4: RELATIONSHIP TO PLANS, POLICIES, AND CONTROLS

4. RELATIONSHIP TO PLANS, POLICIES, AND CONTROLS

This section discusses the relationship of the proposed action to State and County land use plans, policies, and controls.

4.1. State Land Use Plans and Policies

4.1.1. Hawaii State Plan

The Hawaii State Plan, Chapter 226, HRS, as amended, sets forth a plan that serves as a guide for the future long-range development of the State. It identifies the goals, objectives, policies, and priorities for the State; provides a basis for determining priorities and allocating limited resources, such as public funds, services, human resources, land, energy, water, and other resources; improves coordination of federal, state, and county plans, policies, programs, projects, and regulatory activities; and establishes a system for plan formulation and program coordination to provide for an integration of all major state, and county activities. Development of the proposed action supports and is consistent with the following State Plan goals, objectives and policies:

Section 226-4 State goals.

(1) A strong, viable economy, characterized by stability, diversity, and growth that enables the fulfillment of the needs and expectations of Hawaii's present and future generations.

Discussion:

Several opportunities exist for new economic development and employment opportunities in Kalaeloa given its relatively large amount of developable land, functioning airfield, and location within the Ewa region. The airport at Kalaeloa is envisioned as a prime economic driver, creating jobs and providing services as population in the region continues to grow.

Ultimately JRF will continue as a GA airport and as a reliever to HNL. However, in its current capacity, JRF is relatively limited in its ability to support aircraft operations. Following improvements to the airfield, greater use of the airport can be achieved allowing for use of the surrounding lands for aviation related development pursuant to master plans for the area. Aviation related development would include fixed based operators, training centers, and other GA related activities. The proposed action will serve GA uses at JRF, consistent with these aims.

Section 226-17 Objectives and policies for facility systems – transportation.

(b) (6) Encourage transportation systems that serve to accommodate present and future development needs of communities.

Discussion:

Since the concept of the second city in Kapolei, it has long been understood that facilities would be required to support the projected growth in population in the Ewa region. As the second urban center continues to grow, facilities to accommodate a variety of activities, including aviation activities will become increasingly important as the area develops. The proposed action will serve GA uses at JRF, consistent with these aims.

4.1.2. State Land Use District

The State Land Use Law, Chapter 205, HRS, is intended to preserve, protect and encourage the development of lands in the State for uses that are best suited to the public health and welfare of Hawaii's people. Under Chapter 205, HRS, all lands in the State of Hawaii are classified by the State Land Use Commission (LUC) into one of four major categories of State Land Use Districts. These districts are identified as the Urban District, Agricultural District, Conservation District, and Rural District. Permitted uses within these districts are prescribed under Title 12, Chapter 205 (Land Use Commission), HRS, and the State Land Use Commission's Administrative Rules prescribed under Title 15, Subtitle 3, Chapter 15 HAR.

Discussion:

The project site is situated entirely within the Urban State Land Use District (See Figure 4-1: State Land Use District Map). Urban District lands generally include lands characterized by "city-like" concentrations of people, structures, and services. This District also includes vacant areas for future development. Jurisdiction of Urban Districts lie primarily with the county. In general, lot sizes and uses permitted in the district area are established by the county through ordinances or rules. The purpose and intent of the proposed action are consistent with the Urban State Land Use District.

4.1.3. State of Hawaii, Hawaii Community Development Authority Kalaeloa Master Plan

In 1999, the Barbers Point Naval Air Station was closed, and the process of transferring the Navy lands to civilian control began. In 2000, the Kalaeloa Redevelopment Plan was prepared by the Barbers Point Naval Air Station Redevelopment Commission and accepted as the Kalaeloa Special Area Plan by the City Council (Res. 01-86, April 2001).

In July 2002, Act 184 of the 2002 Hawaii State Legislature (SB 2702, SD2, HD2, CD1) transferred redevelopment responsibility for Kalaeloa from the Barbers Point Naval Air Station Redevelopment Commission to the Hawaii Community Development Authority (HCDA).

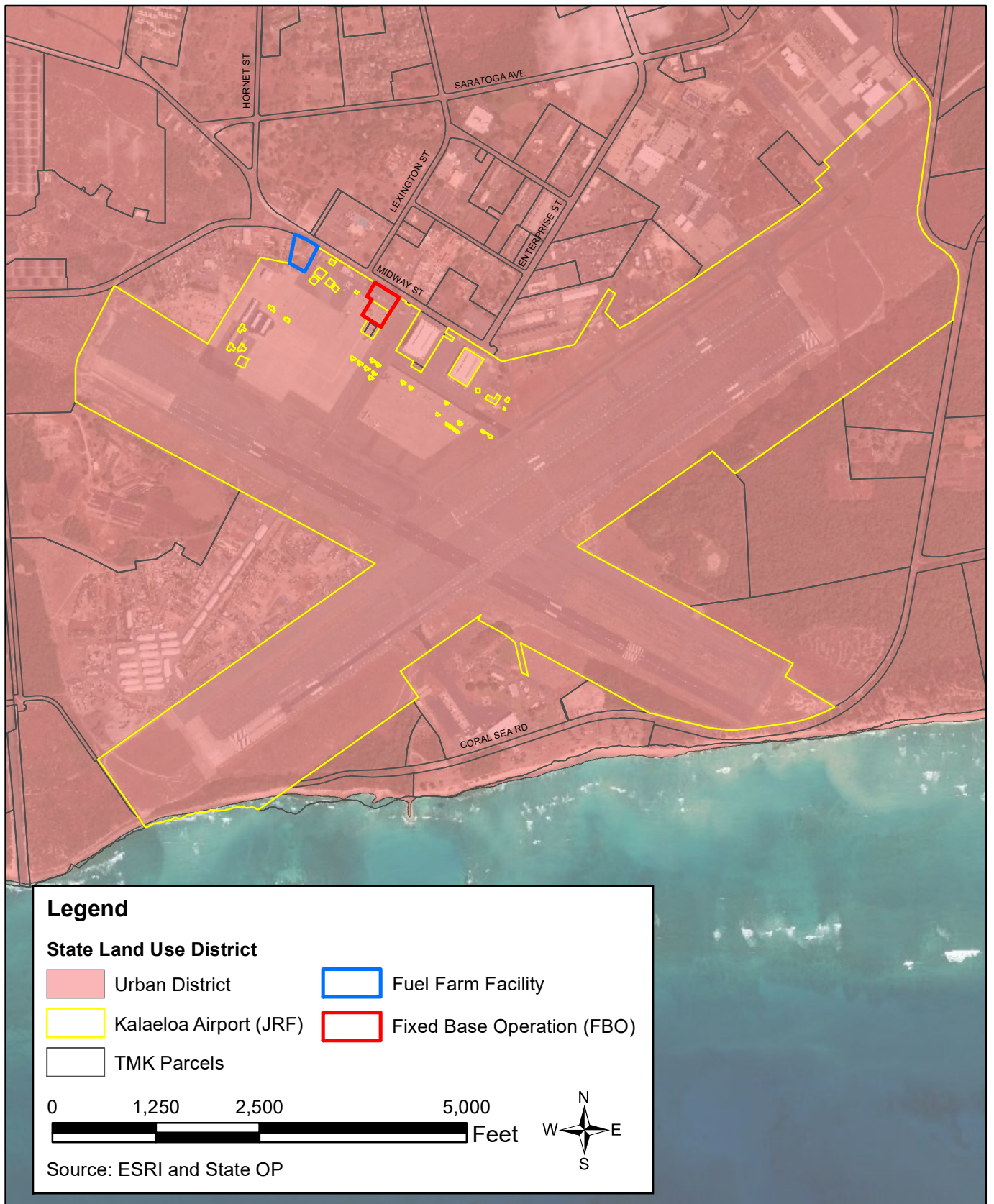


FIGURE 4-1

State Land Use District Map

*Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii*



HCDA assumed responsibility for redevelopment of Kalaeloa, overseeing remaining conveyances, contract administration, promulgation of administrative rules, and other tasks related to the Redevelopment Commission. In March 2006, HCDA prepared the Kalaeloa Master Plan to guide the future redevelopment of Kalaeloa. This Master Plan serves as an amendment to the Kalaeloa Community Redevelopment Plan prepared as part of the U.S. Navy's Base Realignment and Closure process. Doing so allows the Kalaeloa Community Redevelopment Plan to retain its statutory function as the principal policy and planning document for HCDA's use in coordinating with federal, state, and county government agencies, developers, private landowners, and the community. The Master Plan was approved by the HCDA Board and the Governor in March of 2006. Presently, the City's Ewa Development Plan identifies Kalaeloa as a Special Area Plan that replicates the original community Redevelopment Plan adopted in 1996.

The HCDA has zoning and land use jurisdiction over this project. Implementation of the proposed action will require a development permit subject to the approval of the HCDA.

Discussion:

According to the Kalaeloa Master Plan, JRF is envisioned as a prime economic driver, creating jobs and providing services as population in the region continues to grow. To this end, HDOT-A is in the process of improving JRF's infrastructure to attract general aviation tenants. The proposed action is consistent with the airport uses identified in the Kalaeloa Master Plan. Implementation of the proposed action will require a development permit subject to the approval of the HCDA. Consistency with HCDA plans and policies is discussed above.

4.1.4. State of Hawaii, Department of Transportation, Airports Division, Kalaeloa Airport Master Plan

HDOT-A acquired JRF to relieve the undesirable mix of small light aircraft with large heavy aircraft at Daniel K. Inouye International Airport (HNL), which is listed as one of the 20 busiest airports in the Country. Prior to HDOT-A operations at JRF, the FAA identified HNL as the only airport out of 23 congested airports in the nation that didn't have a reliever airport.

Discussion:

According to the Kalaeloa Airport Master Plan, the project site is reserved for use as lease lots, intended to be leased to prospective Fixed Base and GA Operators. The project also supports these benefits from the JRF master plan:

- Includes new revenue-producing facilities that will help offset the cost of operating an additional airport in the State system.
- Utilizes financing by airport system users rather than general taxpayers.

4.1.5. Airport Zoning Act

The entire project area is in the Airports horizontal zone, pursuant to Hawaii Administrative Rules, §19-12-4 and §19-12-5, as authorized by Hawaii Revised Statutes, Chapter 262-3, the Airport Zoning Act. All HDOT-A lessees at JRF support the State of Hawaii airports system.

Discussion:

The proposed action is in conformance with airport zoning regulations and will not create an airport hazard.

4.1.6. Hawaii Coastal Zone Management Program

The National Coastal Zone Management (CZM) Program was created through passage of the Coastal Zone Management Act of 1972. The U.S. Congress enacted the CZM Act to assist states in better managing coastal and estuarine environments. The Act provides grants to states that develop and implement federally approved CZM plans. The goal of the CZM Act is to “preserve, protect, develop, and where possible, to restore or enhance the resources of the nation’s coastal zone.” Hawaii’s CZM Act, adopted as Chapter 205A, HRS, provides a basis for protecting, restoring and responsibly developing coastal communities and resources. In Hawaii, the “coastal zone management area” means all lands of the State and the area extending seaward from the shoreline to the limit of the State’s police power and management authority, including the territorial sea.

Discussion:

Pursuant to Chapter 205A, HRS, the City and County of Honolulu has been given the authority to establish a Special Management Area (SMA) for the island of Oahu to protect coastal resources from development. The City regulates development within the SMA and administers SMA permits for any proposed developments under its SMA ordinance codified in Chapter 25, Revised Ordinances of Honolulu (ROH). As such, the proposed action’s conformance with CZM Program policies and regulations is discussed in the context of conformance with the City’s SMA rules as presented in Section 4.2.4.

4.2. City and County of Honolulu Land Use Plans and Policies

The overarching purpose and need of the proposed action is to develop FBO and Fuel Farm facilities to serve existing and future GA operations at JRF.

4.2.1. City and County of Honolulu General Plan

The City and County of Honolulu last updated and amended its General Plan in October of 2002. However, this version of the General Plan for the City and County of Honolulu is currently being revised. The General Plan for the City and County of Honolulu is a written commitment by the City and County government to a future for the island of Oahu which it considers desirable and attainable. The Plan is a two-fold document: First, it is a statement of the long-range social, economic, environmental, and design objectives for the general welfare and prosperity of the people of Oahu. These objectives contain both statements of desirable conditions to be sought over the long run and statements of desirable conditions that can be achieved within an

approximately 20-year time horizon. Second, the General Plan is a statement of broad policies that facilitate the attainment of the objectives of the Plan.

The General Plan is a guide for all levels of government, private enterprise, neighborhood and citizen groups, organizations, and individual citizens in eleven areas of concern:

- (1) Population;
- (2) Economic activity;
- (3) Natural environment;
- (4) Housing;
- (5) Transportation and utilities;
- (6) Energy;
- (7) Physical development and urban design;
- (8) Public safety;
- (9) Health and education;
- (10) Culture and recreation; and
- (11) Government operations and fiscal management.

The proposed action is generally relevant and consistent with the applicable goals, objectives, policies, and actions of the City and County of Honolulu General Plan. The specific General Plan objectives and policies applicable to JRF are set forth below.

Transportation and Utilities

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

Policy 12: Encourage the provision of separate aviation facilities for small civilian craft.

Objective D: To maintain transportation and utility systems which will help Oahu continue to be a desirable place to live and visit.

Policy 4: Evaluate the social, economic, and environmental impact of additions to the transportation and utility systems before they are constructed.

Discussion:

The Kalaeloa Airport Master Plan identified the need to provide space for lease lots which HDOT-A can lease to individual lessees for aviation-related uses. Use of lease lots is typically done at most of the State's airports. The terms and conditions of the lease can vary according to the lessee's intended use. The HDOT-A has also developed lease lots at Daniel K. Inouye International Airport along Lagoon Drive. The proposed project is consistent with this initiative and will be leased by the Applicant to support aviation related uses.

The proposed action will support aviation related-uses for small aircrafts and is consistent with Policy 12 under Objective A. Furthermore, the social, economic, and environmental impact of the proposed action is being evaluated prior to construction through this EA, consistent with Policy 4 under Objective D.

Physical Development and Urban Design

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

Policy 2: Encourage the development of a major residential, commercial, and employment center within the secondary urban center at Kapolei.

Discussion:

The State and the City and County of Honolulu continue to promote increased residential and economic activity in the Kapolei area as the “second city.” The airport at Kalaeloa is envisioned as a prime economic driver, creating jobs and providing services as population in the region continues to grow. The proposed action will serve to supplement and meet the demands of a growing secondary urban center. Consequently, development of the proposed action is consistent with the Physical Development and Urban Design objectives and policies of the City’s General Plan.

4.2.2. Ewa Development Plan

The Ewa Development Plan, adopted July 2013, serves as the policy guide for Ewa’s future development. It is one of a set of eight community-based plans intended to guide public policy, infrastructure investment, and land use decision-making over a 25-year planning period. JRF is consistent with the Ewa Development Plan Urban Land Use Map and Public Facilities Map, both of which show “Airfield” designations. Additionally, the proposed action is consistent with the existing uses and activities at JRF. Pursuant to development standards, proposed structures would not exceed 60 feet in height and, if determined by DPP to be required, landscape screening would be provided to minimize the visibility of parking, storage, and industrial equipment and operations areas from the street.

4.2.3. City and County of Honolulu Land Use Ordinance

The purpose and intent of the City and County of Honolulu Land Use Ordinance is to regulate land use in a manner that will encourage orderly development in accordance with adopted land use policies, including the Oahu General Plan and development plans, and to promote and protect the public health, safety, and welfare.

Discussion:

The Land Use Ordinance (LUO) (Revised Ordinances of Hawaii (ROH, Chapter 21-3) implements the goals and objectives of the Oahu General Plan and the Ewa Development Plan. All lands within the City and County of Honolulu (CCH) are zoned into specified districts. According to an October 30, 2020 letter from DPP, the project

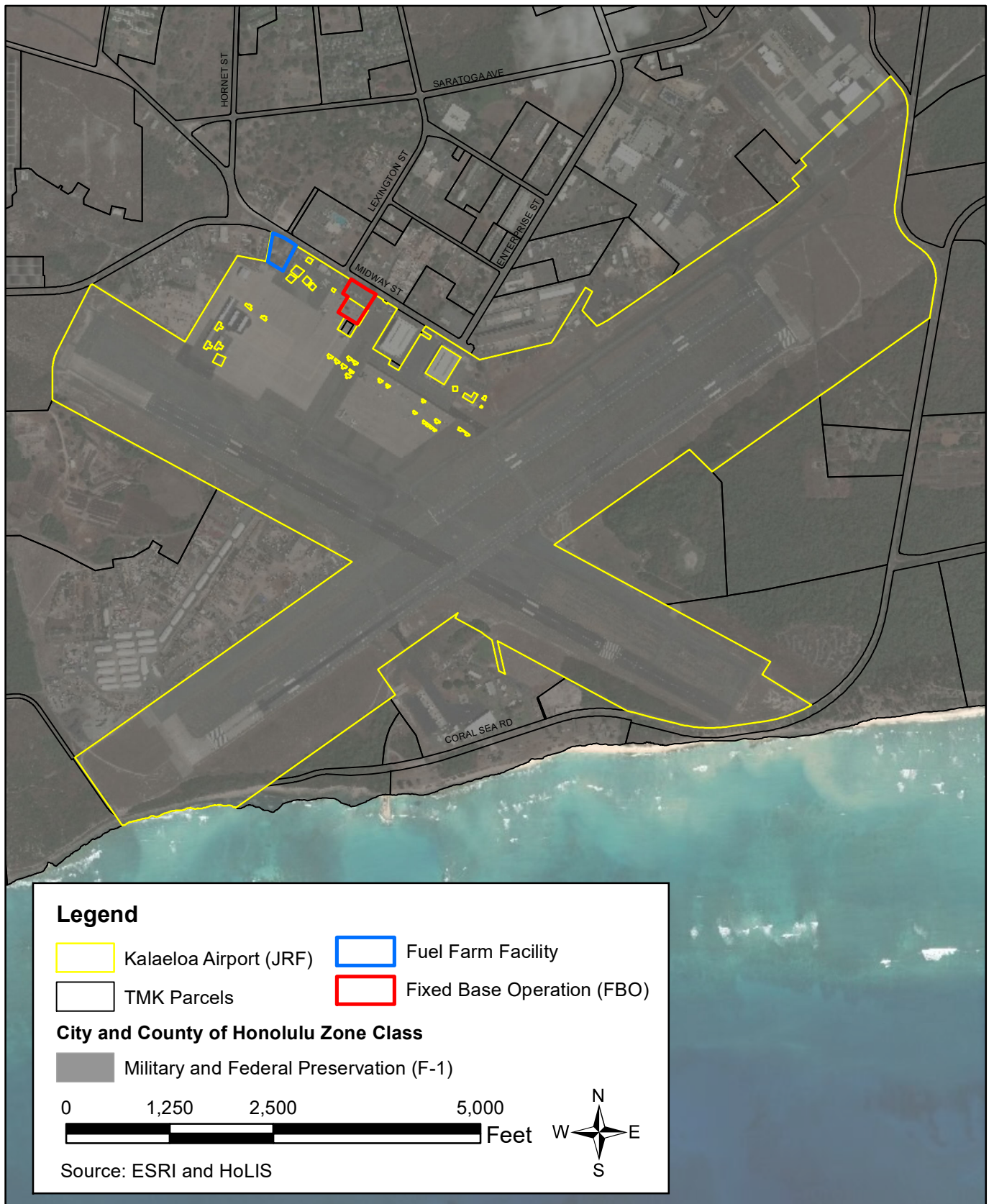


FIGURE 4-2

City and County of Honolulu Zoning Map

*Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii*



site was zoned F-1 Military and Federal District (See Figure 4-2: City and County of Honolulu Zoning Map). The purpose for creating the F-1 military and federal preservation district is to identify areas in military or federal government use and to permit the full range of military or federal government activities. However, the site was transferred to the HCDA. Consistency with HCDA plans and policies is discussed in Section 4.1.3.

4.2.4. City and County of Honolulu Special Management Area

The Coastal Zone Management Act contains the general objectives and policies upon which all counties within the State have structured specific legislation which created the SMA. The CZM law, set forth by Chapter 205A, Hawaii Revised Statutes, as amended, establishes that the counties shall designate and administer the SMA within the State's coastal area. Any development, as defined by Chapter 205A, within the Special Management Area boundary requires a SMA Use (SMP) permit subject to Chapter 25, ROH.

Discussion:

An approximately 26.4-acre portion of the southern end of Kalaeloa Airport is located within the SMA. The project site is not located within the SMA (See Figure 4-3: Special Management Area Map). Consequently, a SMP is not required to implement the proposed action.

4.3. Required Permits and Approvals

The following is a list of permits, approvals, and reviews that may be required prior to construction and operation of the proposed project.

Federal

Federal Aviation Administration

- FAA 7460-01 Notice Proposed Construction or Alteration

State of Hawaii

Department of Health

- Environmental Hazard Management Plan
- NPDES Construction Permit
- NPDES Operational Permit

Department of Land and Natural Resources, State Historic Preservation Division

- Chapter 6E

Department of Transportation

- Air Permit for Operations
- Construction Site Runoff Control Program
- Permit to Discharge into the State Airport Drainage System
- Spill Prevention Control and Countermeasure Plan
- Street Usage Permit

Hawaii Community Development Authority

- Development Permit

City and County of Honolulu

Department of Planning and Permitting

- Building Permit
- Civil Engineering Branch Permits
- Electrical Permit
- Facility Access Review
- Grading Permit/Trenching Permit
- Certificate of Occupancy
- Construction Dewatering
- Mechanical/Plumbing Permit
- Solid Waste Disclosure Form for Construction Sites
- Stockpiling Permit
- Stormwater Drain Connection
- Excavation and Repair of Streets and Sidewalks
- Tank Installation Permit

Honolulu Fire Department

- Plan Review

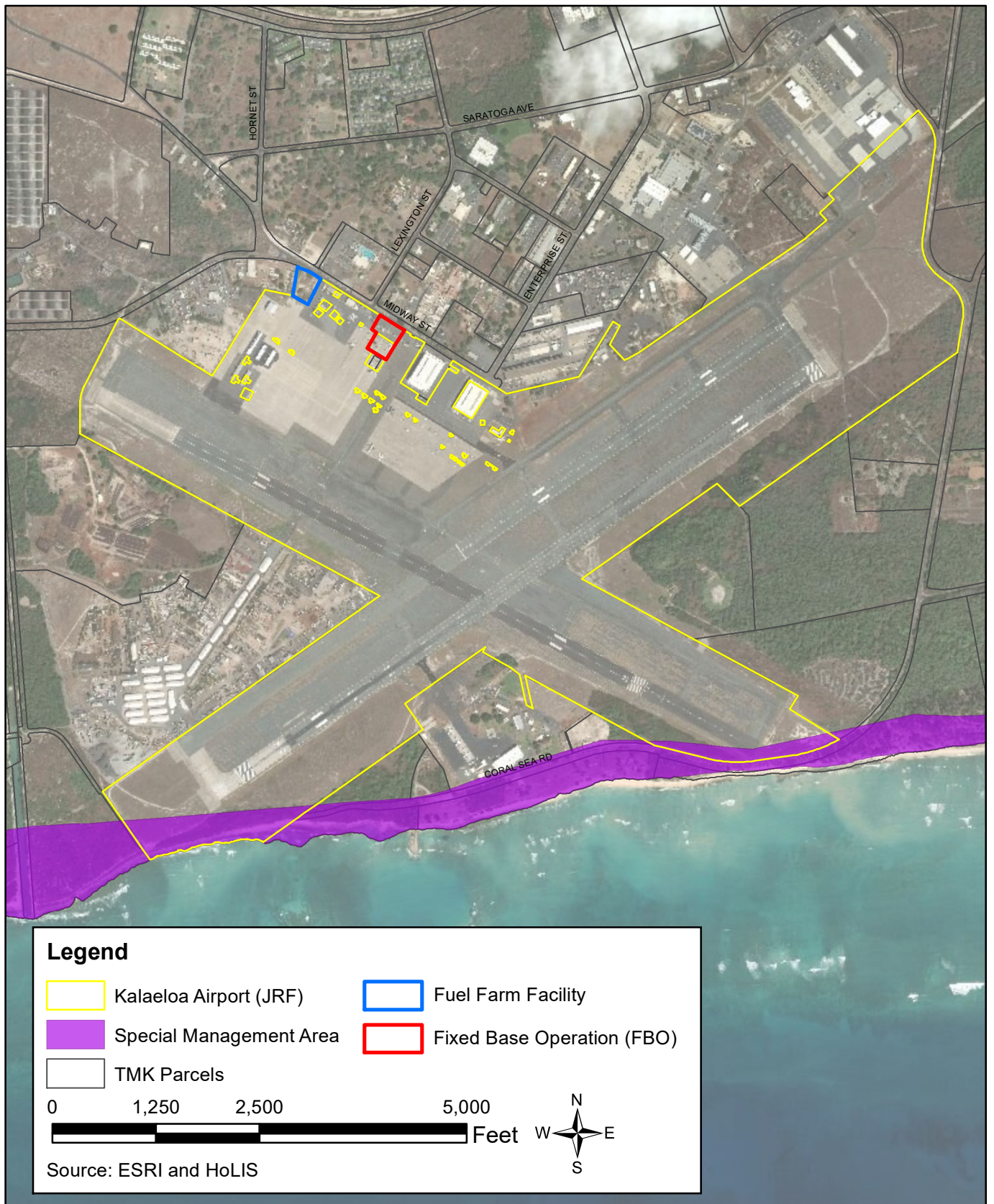


FIGURE 4-3

Special Management Area Map

*Million Air - Kalaeloa Airport Fixed Based Operation and Fuel Farm Facility
Kalaeloa, Oahu, Hawaii*



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CHAPTER 5: ALTERNATIVES

5. ALTERNATIVES

Hawaii Administrative Rules, §11-200.1-18 requires an environmental assessment to identify and consider alternative means to realize the purpose and need of the proposed action.

Alternatives eliminated from consideration include no action, and alternative design schemes.

5.1. No Action Alternative

Under the No Action Alternative, the proposed action would not be constructed, and the project site would remain in its existing condition.

The No Action Alternative would preclude permit approvals, as well as costs for design and construction which would otherwise be required for the proposed project. The No Action Alternative would also avoid insignificant environmental impacts that would occur as a result of implementing the proposed action along with appropriate mitigation measures, as discussed in Chapter 3.

This alternative would fail to satisfy the purpose and need of the proposed action, and thus is not a feasible alternative.

5.2. Alternative Design Schemes

In the course of developing the proposed project, the design team considered several different alternative design schemes for the development of a new FBO and Fuel Farm facility to serve GA operations at JRF.

Specifically, alternative design and equipment configurations were considered under the scope of the proposed action; however, the general design scheme proposed was selected to serve as the basis of this impact assessment as it reflects the optimal use of space and deployment of preferred equipment ideally suited for its intended purpose and use.

Alternative locations were not considered because no other suitable lands on the premises of JRF are currently available for development.

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CHAPTER 6: ANTICIPATED DETERMINATION

6. ANTICIPATED DETERMINATION OF FINDING OF NO SIGNIFICANT IMPACT

Potential impacts of the proposed improvements have been evaluated in accordance with the significance criteria of §11-200.1-13 of the Department of Health's Administrative Rules. Discussion of the project's conformance to the criteria is presented as follows:

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

No natural, cultural, or historic resources of significance were identified on the proposed project site. The immediate surrounding area is comprised of heavily disturbed soils; it is unlikely that any cultural resources and/or human skeletal remains are present on site. In the event of unexpected discovery of historic or archaeological resources, all work will stop immediately and the SHPD will be immediately notified for appropriate action.

It is important to note that the subject project is currently progressing through an iterative design process that is typical of early, conceptual project planning at this stage of project development. Implementation of the mitigation measures discussed in Section 3.6, and as further identified through HRS Chapter 6E review as a condition of final project design and construction, would clearly reflect that appropriate measures are taken to avoid, minimize and mitigate potential impacts to historic properties that could result from the construction and operation of the proposed project.

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

The proposed project will not curtail the range of beneficial uses of the environment. The operations and uses associated with the proposed action are consistent with the character of the adjacent / surrounding areas.

- (3) *Conflict with the State's environmental policies or long-term environmental goals established by law;*

The proposed action does not conflict with the long-term environmental policies, goals, and guidelines of the State of Hawaii. As presented in this EA, any potential temporary impacts associated with short-term construction-related activities will be mitigated through adherence to standard construction impact mitigation practices and compliance with State and County regulations.

-
- (4) *Have a substantial adverse effect on the economic welfare, social welfare, or cultural practices of the community and State;*

In the short term, construction expenditures will provide positive benefits to the local economy. This would include the creation of some construction and construction support jobs, and the purchase of materials from local suppliers, as well as indirect benefits to local retail businesses resulting from construction activities, but not at a level that would generate any significant population expansion.

In the long-term, the proposed action will serve as a critical facility to serve GA operations at JRF, which is envisioned as a prime economic driver for the Ewa region, creating jobs and providing services as population in the region continues to grow. In addition to facilitating existing GA operations, the proposed action will also serve to promote growth and commerce development in Hawaii.

- (5) *Have a substantial adverse effect on public health;*

No identifiable adverse short or long-term impacts on public health are anticipated to result from the construction and operation of the proposed action. Typical short-term construction-related impacts (e.g., noise and air quality) are anticipated, however, these impacts will be temporary in nature and will comply with State and County regulations.

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

Substantial impacts to public facilities are not anticipated to result from the construction and operation of the proposed project. Moreover, the proposed project is not anticipated to induce population growth in the area or region. Existing public water, wastewater, drainage, and utility infrastructure have served the area for many years and are expected to have sufficient capacity to serve project demands. Agencies with jurisdiction over their respective infrastructure systems will be consulted as the project proceeds to assure proper implementation.

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

The proposed project is a redevelopment of a pre-disturbed site and is not anticipated to substantially degrade environmental quality. Long-term impacts to air and water quality, noise levels and natural resources will be minimal. Typical short-term construction-related impacts (e.g., noise and air quality) are anticipated, but will be temporary and will comply with State and County regulations.

- (8) *Be individually limited but cumulatively have substantial adverse effect upon the environment or involves a commitment for larger actions;*

The proposed action does not have a substantial adverse effect upon the environment. Uses and activities associated with the proposed action are consistent with the current and planned uses of the site. There are no commitments for further action beyond the scope presented within this EA.

-
- (9) *Have a substantial adverse effect on a rare, threatened, or endangered species, or its habitat;*

No listed or protected plant species are known to occur at the project site. Rare, threatened, or endangered fauna are not known to utilize the site for either habitat or foraging purposes.

Although there is no evidence of migratory seabirds and native waterfowl species using the project site for breeding or habitation, some are known to visit areas within the wider project study area. No adverse impacts from the proposed action are anticipated.

- (10) *Have a substantial adverse effect on air or water quality or ambient noise levels;*

No long-term significant impacts to air quality, water quality, or noise levels within the project site are anticipated as a result of the construction and operation of the proposed project.

Respective contractors will be responsible to minimize air quality impacts during the various phases of construction.

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

No short or long-term significant impacts on surface and/or coastal waters in the project vicinity are anticipated during construction or operation of the proposed action. There are no streams or wetlands on or within close proximity to the project site. Construction of the proposed action will not involve major land disturbing activities. Applicable erosion control measures and best management practices will be implemented in order to mitigate any possible adverse effects relating to runoff. Permanent sediment control measures will be used once construction is completed.

Coordination will be undertaken with the appropriate agencies during permitting and construction in order to ensure that the proposed action will not result in significant impacts regarding surface and coastal waters. A NPDES permit for storm water runoff from construction activities would be required should individual and/or cumulative soil disturbances at the project site exceed one acre of land area. Any discharges related to project construction or operation activities will comply with applicable State Water Quality Standards as specified in HAR, Chapter 11-54 Water Quality Standards and Chapter 11-55 Water Pollution Control. Excavation and grading activities will be regulated by applicable provisions of the County's grading ordinance.

In the short and long-term, no significant impacts on noise levels are anticipated as a result of the construction and operation of the proposed action. Impacts from construction noise are not anticipated to be significant as the project site and much of the surrounding land uses are considered airport or industrial related. Once construction

has been completed, noise impacts from aircraft operations to lands near JRF, including those from aircraft using the proposed facilities, would be consistent with existing conditions.

- (11) *Have a substantial adverse effect on or be likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, sea level rise exposure area, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters;*

No short or long-term significant impacts are anticipated as the project site is not located within an environmentally sensitive area.

According to the FIRM, the project site is designated Zone D, an area where there is possible but undetermined flood hazards. Generally, risks of flooding at the airport are low due to a combination of factors that include low rainfall, thin soil layer, slope, and the porosity of the bedrock. During periods of heavy rainfall, localized ponding and some scouring by flowing surface water may occur. However, those conditions typically dissipate as the water rapidly percolates through the substrate.

- (12) *Have a substantial adverse effect on scenic vistas and view planes, during day or night, identified in county or state plans or studies; or,*

The proposed action will not result in significant impacts to view planes identified in County or State plans or studies. Moreover, the proposed project is not expected to adversely affect scenic and visual resources in the project area. The proposed project will not degrade lateral coastal views or mauka-makai views from areas in the vicinity of the site. The vertical components of the proposed action will be consistent with the visual character of the surrounding uses.

- (13) *Requires substantial energy consumption or emit substantial greenhouse gases.*

The construction and operation of the proposed action will not require a significant level of energy consumption. Implementation of the proposed action will result in the short-term irrevocable release of GHGs from construction activities associated with the development of the proposed improvements. However, these activities will be temporary and the quantities of GHGs released will be negligible. In the long-term, the proposed facilities would support GA activities at JRF that would have associated GHG emissions. It is noted that these activities are consistent with the current and planned use of the site and would not involve any new uses that would significantly impact State emissions inventories.

CHAPTER 7: CONSULTATION

7. CONSULTATION

7.1. EA Early Consultation

Earlier in the environmental review process, it was anticipated that the Proposed Action could be declared exempt from preparation of an EA pursuant to the Exemption List for the State of Hawaii, Department of Transportation, reviewed and concurred upon by the Environmental Council on November 15, 2000. On September 30, 2020, early consultation was conducted to obtain input from other agencies and stakeholders with jurisdiction or expertise on the exemption in accordance with HAR §11-200.1-17. HDOT-A later determined that an EA would be required, but that the previously conducted consultation effort would serve to fulfill early consultation requirements for this subject EA process pursuant to HAR §11-200.1-18(a). As such, the following agencies and organizations were consulted during the early consultation for the project. Parties that formally replied during the pre-assessment period, are indicated by a "✓" below. All written comments and responses are reproduced in Appendix A.

Federal Agencies

- Federal Aviation Administration – Airports District
- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers
- ✓ U.S. Coast Guard – Air Station Barbers Point
- ✓ U.S. Department of Homeland Security, TSA Pacific Airports Coordination Center
- U.S. Department of the Interior, Fish and Wildlife Service

State Agencies

- ✓ Department of Accounting and General Services
- Department of Agriculture
- Department of Business, Economic Development and Tourism
- Department of Business, Economic Development and Tourism, Office of Planning
- Department of Defense
- Department of Defense, Hawaii Army National Guard
- Department of Health
- Department of Land and Natural Resources
- ✓ Office of Hawaiian Affairs

City and County of Honolulu Agencies

- Board of Water Supply
- ✓ Department of Community Services
- ✓ Department of Design and Construction
- Department of Environmental Services
- Department of Parks and Recreation
- ✓ Department of Planning and Permitting

-
- ✓ Department of Transportation Services
 - ✓ Honolulu Fire Department
 - ✓ Honolulu Police Department

Elected Officials

U.S. Senator Brian E. Schatz
U.S. Congressman Ed Case
State Senator Mike Gabbard
State Representative Sharon E. Har
City Councilmember Kymberly Marcos Pine

Utility Companies

Hawaiian Electric Company

Other Interested Parties and Individuals

- ✓ Chairperson Jack Legal, Makakilo/Kapolei/Honokai Hale Neighborhood Board No. 34
- ✓ Chairperson John Whalen, Hawaii Community Development Authority
- ✓ Air Cargo Association of Hawaii
- ✓ General Aviation Council of Hawaii
- Hawaii Army National Guard
- Hunt Companies

CHAPTER 8: REFERENCES

8. REFERENCES

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APPENDIX A

Early Consultation Comments and Responses

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From: [Eriks, Andrew CAPT](#)
To: [Katy Moran](#)
Subject: Million Air JRF Consultation
Date: Friday, October 30, 2020 5:43:21 PM

Katy,

Aloha! This email is in response to the proposed Fixed Base Operation (FBO) and Fuel Facility at Kalaeloa Airport (JRF), Oahu, Hawaii.

I've reviewed the literature on the proposed project and have no comments or concerns. Thank you!

Regards,

AWE

CAPT Andy Eriks
Commanding Officer
Air Station Barbers Point
Work: (808) 682-2711
Cell: (571) 329-8677
Email: Andrew.W.Eriks@uscg.mil



10613-01
February 1, 2021

Captain Andy Eriks
U.S Coast Guard
U.S Department of Defense
Air Station Barbers Point
1 Coral Sea Road
Kapolei, HI 96707

Subject: Draft Environmental Assessment:
Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility
Tax Map Keys (TMK): (1) 9-1-013:032 and 076
Kalaeloa, Oahu, Hawaii

Dear Captain Eriks:

Thank you for participating in the early consultation process for the subject proposed action. We acknowledge your comments provided in response to the consultation inquiry made in association with the processing of an Environmental Assessment (EA) exemption for the proposed action. Upon review of the request to declare the project exempt, however, HDOT-A determined, through its judgment and experience, that the project would not be eligible for an exemption and required the Applicant prepare an EA. Furthermore, HDOT-A determined that the previously conducted consultation effort would serve to fulfill early consultation requirements for this subject EA process pursuant to HAR §11-200.1-18(a).

Your comments have been considered in the preparation of the subject Draft EA with regard to meeting content requirements prescribed in Hawaii Administrative Rules, Title 11, Chapter 200.1, Section 24. Your original comment letter, along with this response, will be reproduced and included in the forthcoming Draft EA. The Draft EA will be available for review on Office of Environmental and Quality Control website following its publication in *The Environmental Notice*.

We appreciate your interest and participation in this environmental review process.

Sincerely,

Keola Cheng
Director - Planning

cc: Scott Freeman, Freeman Holdings of Hawaii dba Million Air Honolulu
Herman Tuiolosega, State of Hawaii Department of Transportation – Airports Division

From: [HNLcoordinationcenter](#)
To: [Katy Moran](#)
Cc: [Hays, Hannah A](#); [Tuiolosega, Herman](#); [Molly Waller](#); [HNLcoordinationcenter](#)
Subject: RE: Kalaeloa Airport Exemption Letter and Project Analysis
Date: Tuesday, October 27, 2020 4:00:16 PM

Dear Katy Moran,

Aloha from Hawaii!

We reached out to our regulatory department and unfortunately were informed that we at TSA HNL do not review these types of developments. They also did not know who we could direct you to.

Best regards,

TSA Pacific Airports Coordination Center

Wendy Kaneshiro, SCCO

Office: 808-838-2501

HNLCoordinationCenter@tsa.dhs.gov

 Please consider the environment before printing this e mail

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From: Katy Moran <katy@plan.design>
Sent: Tuesday, October 27, 2020 9:58 AM
To: HNLcoordinationcenter <HNLcoordinationcenter@tsa.dhs.gov>
Cc: Hays, Hannah A <hannah.a.hays@hawaii.gov>; Tuiolosega, Herman <herman.tuiolosega@hawaii.gov>; Molly Waller <molly@plan.design>
Subject: Kalaeloa Airport Exemption Letter and Project Analysis

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To Whom It May Concern,

Million Air is currently compiling comments on a fixed base operator and fuel farm at Kalaeloa Airport in compliance with the Hawaii Revised Statutes Chapter 343 Environmental review. Attached you will find the exemption letter and the project analysis. There is a 30 day period in which comments will be received and considered. Please reach out with any further questions.

Thank you,

Katy

KATY MORAN

CENTURION PLANNING & DESIGN

325.757.1001 (o)

katy@plan.design



10613-01
February 1, 2021

Ms. Wendy Kaneshiro, SCCO
TSA Pacific Airports Coordination Center
300 Rodgers Boulevard
Honolulu, HI 96819
HNLCoordinationCenter@tsa.dhs.gov

Subject: Draft Environmental Assessment:
Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility
Tax Map Keys (TMK): (1) 9-1-013:032 and 076
Kalaeloa, Oahu, Hawaii

Dear Ms. Kaneshiro:

Thank you for participating in the early consultation process for the subject proposed action. We acknowledge your comments provided in response to the consultation inquiry made in association with the processing of an Environmental Assessment (EA) exemption for the proposed action. Upon review of the request to declare the project exempt, however, HDOT-A determined, through its judgment and experience, that the project would not be eligible for an exemption and required the Applicant prepare an EA. Furthermore, HDOT-A determined that the previously conducted consultation effort would serve to fulfill early consultation requirements for this subject EA process pursuant to HAR §11-200.1-18(a).

Your comments have been considered in the preparation of the subject Draft EA with regard to meeting content requirements prescribed in Hawaii Administrative Rules, Title 11, Chapter 200.1, Section 24. Your original comment letter, along with this response, will be reproduced and included in the forthcoming Draft EA. The Draft EA will be available for review on Office of Environmental and Quality Control website following its publication in *The Environmental Notice*.

We appreciate your interest and participation in this environmental review process.

Sincerely,

Keola Cheng
Director - Planning

cc: Scott Freeman, Freeman Holdings of Hawaii dba Million Air Honolulu
Herman Tuiolosega, State of Hawaii Department of Transportation – Airports Division

DAVID Y. IGE
GOVERNOR



CURT T. OTAGURO
COMPTROLLER
AUDREY HIDANO
DEPUTY COMPTROLLER

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

(P)20.165

OCT 13 2020

Ms. Katy Moran
Centurion Planning and Design
69 N. Chadbourne Street
San Angelo, TX 76904

Dear Ms. Moran:

Subject: Environmental Consultation pursuant to HRS, Section 343-6(a)(2) and
HAR, Section 11-200.1-17(b), for a proposed Fixed Base Operation (FBO) and
Fuel Facility at Kalaeloa Airport (JRF), Oahu, Hawaii

Thank you for the opportunity to provide comments on your environmental consultation for the subject project. We have no comments to offer at this time, as the subject project does not appear to directly impact any of the Department of Accounting and General Services' managed facilities or properties.

If you have any questions, your staff may call Ms. Gayle Takasaki of the Planning Branch at (808) 586-0584.

Sincerely,

A handwritten signature in blue ink, appearing to read "CK", written over a horizontal line.

CHRISTINE L. KINIMAKA
Public Works Administrator

GT:mo



10613-01
February 1, 2021

Ms. Gayle Takasaki
Department of Accounting and General Services
State of Hawaii
P.O Box 119
Honolulu, HI 96810-0119

Subject: Draft Environmental Assessment:
Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility
Tax Map Keys (TMK): (1) 9-1-013:032 and 076
Kalaeloa, Oahu, Hawaii

Dear Ms. Takasaki:

Thank you for participating in the early consultation process for the subject proposed action. We acknowledge your comments provided in response to the consultation inquiry made in association with the processing of an Environmental Assessment (EA) exemption for the proposed action. Upon review of the request to declare the project exempt, however, HDOT-A determined, through its judgment and experience, that the project would not be eligible for an exemption and required the Applicant prepare an EA. Furthermore, HDOT-A determined that the previously conducted consultation effort would serve to fulfill early consultation requirements for this subject EA process pursuant to HAR §11-200.1-18(a).

Your comments have been considered in the preparation of the subject Draft EA with regard to meeting content requirements prescribed in Hawaii Administrative Rules, Title 11, Chapter 200.1, Section 24. Your original comment letter, along with this response, will be reproduced and included in the forthcoming Draft EA. The Draft EA will be available for review on Office of Environmental and Quality Control website following its publication in *The Environmental Notice*.

We appreciate your interest and participation in this environmental review process.

Sincerely,

Keola Cheng
Director - Planning

cc: Scott Freeman, Freeman Holdings of Hawaii dba Million Air Honolulu
Herman Tuiolosega, State of Hawaii Department of Transportation – Airports Division

From: [Katy Moran](#)
To: [Malama, Tesha](#)
Cc: [Molly Waller](#); [Hays, Hannah A](#); [Tuiolosega, Herman](#); [Cox, Matt](#)
Subject: Response Regarding HCDA's Comments
Date: Friday, October 23, 2020 3:13:00 PM

Hello Tesha,

Thank you for your comments on the proposed FBO and Fuel Farm project by Million Air at Kalaeloa Airport (JRF). Million Air has the following responses to the comments provided:

1. The proposed project should be submitted for an HCDA development permit application and Land owners Authorization form should be signed and submitted with the application.
 - a. Million Air will submit the proposed project for HCDA development permit application.
2. What are the safety measures? Explosion, fire, etc.
 - a. The project will follow all mandated safety measures set forth by the Department of Transportation, Federal Aviation Administration, and County. Accordingly, a Safety Risk Management Panel of FAA, DOTA, and aviation experts will be conducted to review the proposed facility and operations before construction.
3. Currently, Midway road is substandard. There is no sidewalks, traffic signals, lighting, etc. What mitigation will the project provide?
 - a. Midway Street is outside DOTA's jurisdiction and Million Air does not have improvement plans for Midway St except for a gateway and driveway access improvements from the airport to the street.
4. What is the anticipated traffic impact to the area?
 - a. The proposed project will not create significant traffic impacts.
5. What is the plan for public use and access, if any?
 - a. The project will be inside a secured airports area and public use and access is authorized for specific users only.
6. How does this project meet the Kalaeloa Master Plan and Rules?
 - a. This project meets requirements of DOT's Kalaeloa Airport Master Plan, which is consistent with and supports the Kalaeloa Master Plan and Rules.

Thank you,

KATY MORAN

CENTURION PLANNING & DESIGN

325.757.1001 (o)

katy@plan.design

From: Malama, Tesha <tesha.malama@hawaii.gov>

Sent: Friday, October 16, 2020 5:06 PM

To: Katy Moran <katy@plan.design>

Subject: RE: Million Air

Thank You Katy.

The following response can be listed as John Whalen's (HCDA Chairperson) comments:

Aloha Katy,

The HCDA received your consultation letter addressed to Chairman John Whalen regarding the Million Air JRF proposal for a Fixed Base Operation (FBO) and Fuel Facility at Kalaeloa Airport (JRF), Oahu, Hawaii. I was directed to follow-up. I provide you with the following comments:

1. The proposed project should be submitted for an HCDA development permit application and Land owners Authorization form should be signed and submitted with the application.
2. What are the safety measures? Explosion, fire, etc.
3. Currently, Midway road is substandard. There is no sidewalks, traffic signals, lighting, etc. What mitigation will the project provide?
4. What is the anticipated traffic impact to the area?
5. What is the plan for public use and access, if any?
6. How does this project meet the Kalaeloa Master Plan and Rules?

Please let me know if you have any questions.

Tesha H. Malama

Kalaeloa Director of Planning and Development

Mail to: Hawaii Community Development Authority

547 Queen Street

Honolulu, Hawaii 96813

Email: tesha.malama@hawaii.gov

Cell: 808-372-3562



10613-01
February 1, 2021

Mr. John Whalen, Chairperson
Hawai'i Community Development Authority
State of Hawai'i
547 Queen Street
Honolulu, HI 96813

Subject: Draft Environmental Assessment:
Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility
Tax Map Keys (TMK): (1) 9-1-013:032 and 076
Kalaeloa, Oahu, Hawaii

Dear Mr. Whalen:

Thank you for participating in the early consultation process for the subject proposed action. We acknowledge your comments provided in response to the consultation inquiry made in association with the processing of an Environmental Assessment (EA) exemption for the proposed action. Upon review of the request to declare the project exempt, however, HDOT-A determined, through its judgment and experience, that the project would not be eligible for an exemption and required the Applicant prepare an EA. Furthermore, HDOT-A determined that the previously conducted consultation effort would serve to fulfill early consultation requirements for this subject EA process pursuant to HAR §11-200.1-18(a).

Your comments have been considered in the preparation of the subject Draft EA with regard to meeting content requirements prescribed in Hawaii Administrative Rules, Title 11, Chapter 200.1, Section 24. Your original comment letter, along with this response, will be reproduced and included in the forthcoming Draft EA. The Draft EA will be available for review on Office of Environmental and Quality Control website following its publication in *The Environmental Notice*.

We appreciate your interest and participation in this environmental review process.

Sincerely,

Keola Cheng
Director - Planning

cc: Scott Freeman, Freeman Holdings of Hawaii dba Million Air Honolulu
Herman Tuiolosega, State of Hawaii Department of Transportation – Airports Division

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From: [Katy Moran](#)
To: kamakanaf@oha.org
Cc: [Hays, Hannah A](#); [Tuiolosega, Herman](#); [Molly Waller](#)
Subject: Response: OHA Comments Re: EA Exemption for FBO @ Kalaeloa
Date: Friday, October 23, 2020 8:11:00 AM

Dear Kamakana Ferreira,

Thank you for your comments regarding the Fixed Base Operation (FBO) and Fuel Facility project at Kalaeloa Airport. In response to your inquiries in reference to the State Historic Preservation Division and compliance with the HRS 6E and Ka Pa'akai, the project will comply with SHPD requirements upon receipt of their comments during this consultation period.

With respect to comments about the age of past studies, the approving agency, DOTA, has been made aware of OHA concerns. Please contact me with any further questions.

Thank you and have a nice day,

Katy

KATY MORAN
CENTURION PLANNING & DESIGN
325.757.1001 (o) | 808.286.3296 (m)
katy@plan.design

From: Kamakana Ferreira <kamakanaf@oha.org>
Sent: Wednesday, October 21, 2020 16:56
To: Katy Moran
Subject: OHA Comments Re: EA Exemption for FBO @ Kalaeloa

Aloha Ms. Moran,

The Office of Hawaiian Affairs (OHA) is in receipt of your letter dated September 30, 2020, inviting us to consult on the preparation of an environmental assessment (EA) exemption for the Fixed Base Operation (FBO) and Fuel Facility project on State lands at Kalaeloa Airport. Centurion Planning and Design has prepared the exemption on behalf of the applicant, Million Air. While the use of State lands would trigger an environmental review pursuant to Hawai'i Revised Statutes (HRS) Chapter 343, the letter indicates a prior final EA (FEA) for Kalaeloa improvements was completed in June 2010, which included the FBO and fuel facility at the same proposed location. While OHA does not question the propriety of the proposed exemption, we do inquiry whether or not the project must be resubmitted to the State Historic Preservation Division (SHPD) for review pursuant to HRS 6E and whether or not the approving agency has assessed the scope of valued cultural resources in the area.

HRS 6E Review

In review of the 2010 FEA, the archaeological resources section relies on archaeological work that was done as part of the Navy's 1999 final environmental impact statement (FEIS) for the disposal

and reuse of the former Naval Air Station Barbers Point. While this work identified 62 archaeological sites, the FEA indicates that none of those sites were in the 2010 project area. The FEA further mentions that SHPD did comment on the 2010 project and indicated that there would be “no effect” to historic properties. The letter sent by you also mentions the Navy’s FEIS as justification for saying there are no archaeological resources being on site. Both the FEA and letter do not detail what level of archaeological work (i.e., subsurface testing or pedestrian survey) took place within the project area.

OHA notes that the HRS 6E review process exists independent of whether or not environmental review is required and is triggered any time a permit is applied for. If archaeological resources are to be discussed in the proposed EA exemption, it would be useful to disclose whether new permits are being sought as part of the proposed action and whether or not the HRS 6E process has been triggered. As it has been over 20 years since archaeological work has taken place within the project area and 10 years since SHPD last commented, SHPD could recommend an updated study or field inspection.

Cultural Resources

In the 2010 FEA, there is a section labeled as a “cultural impact assessment” (CIA), yet not methodology was provided on how the assessment was carried out. The section appears to rely on historical military use of the area and the fact that the area is an airport to dismiss the possibility of cultural practices occurring within or around the project area. As part of the 2010 FEA comment process, OHA did question the methodology used for the CIA and requested to review the actual document. In reply, again, the use of the area as an airport was used to justify that access to the project area for cultural purposes would be restricted.

The lack of any formal methodology or explanation specifically targeted at traditional and customary practices could prevent the approving agency from assessing the identity and scope of valued cultural and natural resources in the area. Articles IX and XII of the State of Hawai‘i Constitution requires that government agencies must “promote and preserve cultural beliefs, practices, and resources of Native Hawaiians and other ethnic groups.” Article XII Section 7 of the State of Hawai‘i Constitution states:

“the State reaffirms and shall protect all rights, customarily and traditionally exercised for subsistence, cultural and religious purposes and possessed by ahupua‘a tenants who are descendants of native Hawaiians who inhabited the Hawaiian Islands prior to 1778...”

In *Ka Pa‘akai O Ka ‘Aina v. Land Use Commission*, 94 Haw. 31 (2000), hereinafter *Ka Pa‘akai*, the Hawai‘i Supreme Court, reiterated the importance of Section 7 and reaffirmed that the State and its agencies are obligated to reasonably protect the traditional and customary rights of Hawaiians. The Supreme Court ruling States that agencies are obligated to make the assessment of cultural practices, independent of a developer or applicant. Thus, despite the exemption currently being sought for the EA process by the applicant, the approving agency is not absolved of the *Ka Pa‘akai* requirements. While information gathered during the HRS 343 process can be used to assist in carrying out this duty, the process to assess cultural practices is to occur independent of the HRS

343 review process.

The Ka Pa‘akai court decision set forth that a proper analysis of cultural impacts shall include: 1) the identity and scope of valued cultural, historical, or natural resources in the subject area, including the extent to which traditional and customary native Hawaiian rights are exercised; 2) the extent to which those resources – including traditional and customary native Hawaiian rights – will be affected or impaired by the proposed action; and, 3) the feasible action, if any, to be taken by the (agency) to reasonably protect native Hawaiian rights if they are found to exist. Generally, the “subject area” is not restricted to the project area as areas adjacent to the project area could be indirectly or directly impacted by actions within the project area. OHA recommends that the approving agency carefully evaluate the Ka Pa‘akai requirements and whether or not the statements made in the FEA pertaining to cultural practices absolves them of further analysis.

Closing Remarks

Mahalo for the opportunity to comment on the proposed EA exemption. Even though we do not take issue with the proposed exemption, we hope that the applicant and approving agency reviews HRS 6E and Ka Pa‘akai requirements carefully to ensure that they are compliant with the law. Should you have any questions, please feel free to reach me through this email address or by phone at 808-597-0227.

Mahalo,
Kamakana C. Ferreira, M.A.
Lead Compliance Specialist
Office of Hawaiian Affairs
560 N. Nimitz Hwy
Honolulu, Hi. 96817

(808)594-0227



10613-01
February 1, 2021

Mr. Kamakana C. Ferreira, M.A., Lead Compliance Specialist
Office of Hawaiian Affairs
State of Hawaii
560 North Nimitz Highway
Honolulu, HI 96817

Subject: Draft Environmental Assessment:
Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility
Tax Map Keys (TMK): (1) 9-1-013:032 and 076
Kalaeloa, Oahu, Hawaii

Dear Mr. Ferreira:

Thank you for participating in the early consultation process for the subject proposed action. We acknowledge your comments provided in response to the consultation inquiry made in association with the processing of an Environmental Assessment (EA) exemption for the proposed action. Upon review of the request to declare the project exempt, however, HDOT-A determined, through its judgment and experience, that the project would not be eligible for an exemption and required the Applicant prepare an EA. Furthermore, HDOT-A determined that the previously conducted consultation effort would serve to fulfill early consultation requirements for this subject EA process pursuant to HAR §11-200.1-18(a).

Your comments have been considered in the preparation of the subject Draft EA with regard to meeting content requirements prescribed in Hawaii Administrative Rules, Title 11, Chapter 200.1, Section 24. Your original comment letter, along with this response, will be reproduced and included in the forthcoming Draft EA. The Draft EA will be available for review on Office of Environmental and Quality Control website following its publication in *The Environmental Notice*.

We appreciate your interest and participation in this environmental review process.

Sincerely,

Keola Cheng
Director - Planning

cc: Scott Freeman, Freeman Holdings of Hawaii dba Million Air Honolulu
Herman Tuiolosega, State of Hawaii Department of Transportation – Airports Division

DEPARTMENT OF COMMUNITY SERVICES
CITY AND COUNTY OF HONOLULU

925 DILLINGHAM BOULEVARD, SUITE 200 • HONOLULU, HAWAII 96817
PHONE: (808) 768-7762 • FAX: (808) 768-7792
www.honolulu.gov/dcs



KIRK CALDWELL
MAYOR

PAMELA A. WITTY-OAKLAND
DIRECTOR

REBECCA J. I. SOON
DEPUTY DIRECTOR

October 21, 2020

Ms. Katy Moran
Centurion Planning and Design
69 N. Chadbourne Street
San Angelo, Texas 76903

Dear Ms. Moran:

SUBJECT: Environmental Consultation pursuant to Hawaii Revised Statutes, Section 343-6(a)(2), and Hawai'i Administrative Rules, Section 11-200.1-17(b), for a proposed Fixed Base Operation (FBO) and Fuel Facility at Kalaeloa Airport (JRF), Oahu, Hawai'i

Thank you for your environmental assessment exemption consultation for the development of a FBO and fuel facility at the Kalaeloa Airport on Oahu, Hawai'i pursuant to Hawai'i Revised Statutes, Section 343-6(a)(2), and Hawai'i Administrative Rules, Section 11-200.1-17(b).

Our review of the documents indicated that the proposed project will have no adverse impacts on any Department of Community Services' activities or projects in the surrounding neighborhood.

Thank you for providing us the opportunity to comment on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Pamela A. Witty-Oakland", is written over a circular stamp that partially overlaps the "Sincerely," text.

Pamela A. Witty-Oakland
Director



10613-01
February 1, 2021

Ms. Pamela A. Witty-Oakland, Director
Department of Community Services
City and County of Honolulu
925 Dillingham Boulevard, Suite 200
Honolulu, HI 96817

Subject: Draft Environmental Assessment:
Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility
Tax Map Keys (TMK): (1) 9-1-013:032 and 076
Kalaeloa, Oahu, Hawaii

Dear Ms. Witty-Oakland:

Thank you for participating in the early consultation process for the subject proposed action. We acknowledge your comments provided in response to the consultation inquiry made in association with the processing of an Environmental Assessment (EA) exemption for the proposed action. Upon review of the request to declare the project exempt, however, HDOT-A determined, through its judgment and experience, that the project would not be eligible for an exemption and required the Applicant prepare an EA. Furthermore, HDOT-A determined that the previously conducted consultation effort would serve to fulfill early consultation requirements for this subject EA process pursuant to HAR §11-200.1-18(a).

Your comments have been considered in the preparation of the subject Draft EA with regard to meeting content requirements prescribed in Hawaii Administrative Rules, Title 11, Chapter 200.1, Section 24. Your original comment letter, along with this response, will be reproduced and included in the forthcoming Draft EA. The Draft EA will be available for review on Office of Environmental and Quality Control website following its publication in *The Environmental Notice*.

We appreciate your interest and participation in this environmental review process.

Sincerely,

Keola Cheng
Director - Planning

cc: Scott Freeman, Freeman Holdings of Hawaii dba Million Air Honolulu
Herman Tuiolosega, State of Hawaii Department of Transportation – Airports Division

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8480 • Fax: (808) 768-4567
Web site: www.honolulu.gov



KIRK CALDWELL
MAYOR

MARK YONAMINE, P.E.
DIRECTOR

HAKU MILLES, P.E.
DEPUTY DIRECTOR

October 15, 2020

Centurion Planning and Design
ATTN: Katy Moran
69 N. Chadbourne Street
San Angelo, Texas 76903

Dear Ms. Moran,

Subject: Environmental consultation pursuant to Hawaii Revised Statutes,
Section 343-6(a)(2) and Hawaii Administrative Rules, Section 11-200.1-
17(b), for a proposed Fixed Base Operation (FBO) and Fuel Facility at
Kalaeloa Airport (JRF), Oahu, Hawaii

Thank you for the opportunity to review and comment. The Department of
Design and Construction does not have any comments at this time.

Should you have any further questions, please call me at 768-8480.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Yonamine".

for Mark Yonamine, P.E.
Director

MY:ms (828235)



10613-01
February 1, 2021

Mr. Mark Yonamine, P.E
Department of Design and Construction
City and County of Honolulu
650 South King Street, 11th Floor
Honolulu, HI 96813

Subject: Draft Environmental Assessment:
Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility
Tax Map Keys (TMK): (1) 9-1-013:032 and 076
Kalaeloa, Oahu, Hawaii

Dear Mr. Yonamine:

Thank you for participating in the early consultation process for the subject proposed action. We acknowledge your comments provided in response to the consultation inquiry made in association with the processing of an Environmental Assessment (EA) exemption for the proposed action. Upon review of the request to declare the project exempt, however, HDOT-A determined, through its judgment and experience, that the project would not be eligible for an exemption and required the Applicant prepare an EA. Furthermore, HDOT-A determined that the previously conducted consultation effort would serve to fulfill early consultation requirements for this subject EA process pursuant to HAR §11-200.1-18(a).

Your comments have been considered in the preparation of the subject Draft EA with regard to meeting content requirements prescribed in Hawaii Administrative Rules, Title 11, Chapter 200.1, Section 24. Your original comment letter, along with this response, will be reproduced and included in the forthcoming Draft EA. The Draft EA will be available for review on Office of Environmental and Quality Control website following its publication in *The Environmental Notice*.

We appreciate your interest and participation in this environmental review process.

Sincerely,

Keola Cheng
Director - Planning

cc: Scott Freeman, Freeman Holdings of Hawaii dba Million Air Honolulu
Herman Tuiolosega, State of Hawaii Department of Transportation – Airports Division

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-8000 • FAX: (808) 768-6041
DEPT. WEB SITE: www.honolulu.gov • CITY WEB SITE: www.honolulu.gov

KIRK CALDWELL
MAYOR



KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

EUGENE H. TAKAHASHI
DEPUTY DIRECTOR

October 30, 2020

2020/ELOG-1965(GT)

Ms. Katy Moran
Centurion Planning and Design
69 North Chadbourne Street
San Angelo, Texas 76903

Dear Ms. Moran:

SUBJECT: Pre-Assessment Consultation
Chapter 343, Hawaii Revised Statutes
Fixed Base Operation (FBO) and Fuel Facility at Kalaeloa Airport
Midway Street - Kapolei
Tax Map Key 165404 POID

This is in response to your letter (received October 5, 2020), requesting comments on the pre-assessment consultation for the Draft Environmental Assessment (EA) exemption for the proposed FBO and Fuel Facility at Kalaeloa Airport. We have reviewed the information provided and offer the following comments:

1. Planning Division:
 - a. Provide more information, i.e., building massing, height limits, usage, or occupancy to determine compliance with the Ewa Development Plan. In general, limit building heights generally not to exceed 60 feet when they consist of large mass. Taller vertical structures are allowed when required as part of an industrial operation, but require a view plane study to be conducted for structures over 100 feet in height to determine if they can be sited or designed to minimize visibility from residential, resort and commercial areas, public rights-of-way, and the shoreline.
 - b. Provide landscape screening, consisting of trees and hedges, along street frontages to minimize the visibility of parking, storage, industrial equipment, and operations areas from the street.

- c, Review by the State Historic Preservation Division is required prior to issuance of permits.
- 2. Civil Engineering Branch: The Project may be required to comply with the prevailing soil erosion and storm water quality standards ("Rules Relating to Water Quality"). Provide list of all required permits.
- 3. Wasterwater Branch: We have no objections to the proposed FBO and Fuel Facility at Kalaeloa Airport. Submit a Site Development Division Master Application Form for Sewer Connection for any connections to the municipal sewer system.
- 4. Land Use Permits Division:
 - a. Mayor's Directive 18-2, issued on July 16, 2018, requires all City departments and agencies to use the Sea Level Rise (SLR) Guidance and Hawaii SLR Vulnerability and Adaptation Report in planning decisions. Provide update of effects of climate change and SLR.
 - b. The site was zoned F-1 Military and Federal District and transferred to the State of Hawaii, Hawaii Community Development Authority (HCDA). The HCDA has zoning and land use jurisdiction over this Project.

Should you have any questions, please contact Gerald Toyomura, of our Urban Design Branch, at 768-8056.

Very truly yours,


 Kathy K. Sokugawa
Acting Director



10613-01
February 1, 2021

Ms. Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, HI 96813

Subject: Draft Environmental Assessment:
Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility
Tax Map Keys (TMK): (1) 9-1-013:032 and 076
Kalaeloa, Oahu, Hawaii

Dear Ms. Sokugawa:

Thank you for participating in the early consultation process for the subject proposed action. We acknowledge your comments provided in response to the consultation inquiry made in association with the processing of an Environmental Assessment (EA) exemption for the proposed action. Upon review of the request to declare the project exempt, however, HDOT-A determined, through its judgment and experience, that the project would not be eligible for an exemption and required the Applicant prepare an EA. Furthermore, HDOT-A determined that the previously conducted consultation effort would serve to fulfill early consultation requirements for this subject EA process pursuant to HAR §11-200.1-18(a).

Your comments have been considered in the preparation of the subject Draft EA with regard to meeting content requirements prescribed in Hawaii Administrative Rules, Title 11, Chapter 200.1, Section 24. Your original comment letter, along with this response, will be reproduced and included in the forthcoming Draft EA. The Draft EA will be available for review on Office of Environmental and Quality Control website following its publication in *The Environmental Notice*.

We appreciate your interest and participation in this environmental review process.

Sincerely,

Keola Cheng
Director - Planning

cc: Scott Freeman, Freeman Holdings of Hawaii dba Million Air Honolulu
Herman Tuiolosega, State of Hawaii Department of Transportation – Airports Division

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HONOLULU FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

636 South Street
Honolulu, Hawaii 96813-5007
Phone: 808-723-7139 Fax: 808-723-7111 Internet: www.honolulu.gov/hfd

KIRK CALDWELL
MAYOR



MANUEL P. NEVES
FIRE CHIEF

LIONEL CAMARA JR.
DEPUTY FIRE CHIEF

October 22, 2020

Ms. Katy Moran
Planner
Centurion Planning and Design
69 N. Chadbourne Street
San Angelo, Texas 76903

Dear Ms. Moran:

Subject: Early Consultation for an Environmental Assessment
Proposed Fixed Base Operation and Fuel Facility at Kalaeloa Airport
300 Midway Road
Kapolei, Hawaii 96707
Tax Map Key: 9-1-013: 032

In response to your letter dated September 30, 2020, regarding the abovementioned subject, the Honolulu Fire Department (HFD) reviewed the submitted information and requires that the following be complied with:

1. Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet (46 meters) from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; 2012 Edition, Sections 18.2.3.2.2 and 18.2.3.2.2.1.)

A fire department access road shall extend to within 50 feet (15 meters) of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA 1; 2012 Edition, Section 18.2.3.2.1.)

Ms. Katy Moran
Page 2
October 22, 2020

2. A water supply approved by the county, capable of supplying the required fire flow for fire protection shall be provided to all premises upon which facilities or buildings, or portions thereof, are hereafter constructed, or moved into or within the county. When any portion of the facility or building is in excess of 150 feet (45,720 millimeters) from a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by the AHJ [Authority Having Jurisdiction]. (NFPA 1; 2012 Edition, Section 18.3.1, as amended.)
3. The unobstructed width and unobstructed vertical clearance of a fire apparatus access road shall meet county requirements. (NFPA 1; 2012 Edition, Sections 18.2.3.4.1.1 and 18.2.3.4.1.2, as amended.)
4. Submit civil drawings to the HFD for review and approval.

Should you have questions, please contact Battalion Chief Wayne Masuda of our Fire Prevention Bureau at 808-723-7151 or wmasuda@honolulu.gov.

Sincerely,



JASON SAMALA
Assistant Chief

JS/EO:bh



10613-01
February 1, 2021

Mr. Jason Samala, Assistant Chief
Honolulu Fire Department
City and County of Honolulu
636 South Street
Honolulu, HI 96813-5007

Subject: Draft Environmental Assessment:
Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility
Tax Map Keys (TMK): (1) 9-1-013:032 and 076
Kalaeloa, Oahu, Hawaii

Dear Mr. Samala:

Thank you for participating in the early consultation process for the subject proposed action. We acknowledge your comments provided in response to the consultation inquiry made in association with the processing of an Environmental Assessment (EA) exemption for the proposed action. Upon review of the request to declare the project exempt, however, HDOT-A determined, through its judgment and experience, that the project would not be eligible for an exemption and required the Applicant prepare an EA. Furthermore, HDOT-A determined that the previously conducted consultation effort would serve to fulfill early consultation requirements for this subject EA process pursuant to HAR §11-200.1-18(a).

Your comments have been considered in the preparation of the subject Draft EA with regard to meeting content requirements prescribed in Hawaii Administrative Rules, Title 11, Chapter 200.1, Section 24. Your original comment letter, along with this response, will be reproduced and included in the forthcoming Draft EA. The Draft EA will be available for review on Office of Environmental and Quality Control website following its publication in *The Environmental Notice*.

We appreciate your interest and participation in this environmental review process.

Sincerely,

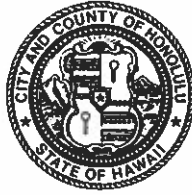
Keola Cheng
Director - Planning

cc: Scott Freeman, Freeman Holdings of Hawaii dba Million Air Honolulu
Herman Tuiolosega, State of Hawaii Department of Transportation – Airports Division

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POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813
TELEPHONE: (808) 529-3111 · INTERNET: www.honolulu-pd.org



KIRK CALDWELL
MAYOR

SUSAN BALLARD
CHIEF

JOHN D. MCCARTHY
CLYDE K. HO
DEPUTY CHIEFS

OUR REFERENCE EO-DK

October 9, 2020

SENT VIA EMAIL

Ms. Katy Moran
Katy@plan.design

Dear Ms. Moran:

This is in response to your letter of September 30, 2020, requesting input on an Environmental Assessment Exemption for a proposed Fixed-Base Operation and Fuel Facility at Kalaeloa Airport located on Oahu, Hawaii.

The Honolulu Police Department has reviewed the project and does not have any comments or concerns at this time.

If there are any questions, please call Major Craig Uehira of District 8 (Waianae/Kapolei) at (808) 723-8400.

Thank you for the opportunity to review this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Rade K. Vanic", is written over a horizontal line.

RADE K. VANIC
Assistant Chief of Police
Support Services Bureau



10613-01
February 1, 2021

Mr. Rade K. Vanic, Assistant Chief of Police
Honolulu Police Department
Support Services Bureau
1100 Kamokila Boulevard
Kapolei, HI 96707

Subject: Draft Environmental Assessment:
Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility
Tax Map Keys (TMK): (1) 9-1-013:032 and 076
Kalaeloa, Oahu, Hawaii

Dear Mr. Vanic:

Thank you for participating in the early consultation process for the subject proposed action. We acknowledge your comments provided in response to the consultation inquiry made in association with the processing of an Environmental Assessment (EA) exemption for the proposed action. Upon review of the request to declare the project exempt, however, HDOT-A determined, through its judgment and experience, that the project would not be eligible for an exemption and required the Applicant prepare an EA. Furthermore, HDOT-A determined that the previously conducted consultation effort would serve to fulfill early consultation requirements for this subject EA process pursuant to HAR §11-200.1-18(a).

Your comments have been considered in the preparation of the subject Draft EA with regard to meeting content requirements prescribed in Hawaii Administrative Rules, Title 11, Chapter 200.1, Section 24. Your original comment letter, along with this response, will be reproduced and included in the forthcoming Draft EA. The Draft EA will be available for review on Office of Environmental and Quality Control website following its publication in *The Environmental Notice*.

We appreciate your interest and participation in this environmental review process.

Sincerely,

Keola Cheng
Director - Planning

cc: Scott Freeman, Freeman Holdings of Hawaii dba Million Air Honolulu
Herman Tuiolosega, State of Hawaii Department of Transportation – Airports Division



pilots@gahawaii.com

90 Nakolo Place, Honolulu, Hawaii 96819

October 29, 2020

Katy Moran
Centurion Planning and Design
69 N. Chadbourne Street
San Angelo, TX. 76903

To All Those Concerned --

I am the President of General Aviation Council of Hawaii, a nonprofit advisory group for all General Aviation in Hawaii. However, I am writing this not as an aviation advisor but as a long term and involved resident of Hawaii. You and your Board should be aware that Hawaii is a very different place to do business, with unusual sensibilities and priorities. In general, you can assume that a vocal portion of the populace will be hostile to any development or new business venture, particularly when a Mainland company is involved.

I strongly advise you to reconsider your decision to ask for an exemption to the requirement to conduct an Environmental Impact Statement for your proposed project. As an illustration of the possible consequences of such an action, allow me to relate the story of the demise of Hawaii Superferry.

As conceived by its founders, Superferry service would provide daily car ferry service among the Hawaiian Islands. The concept met with wide approval from most State residents and lawmakers, including enthusiastic backing of the then-governor, Republican Linda Lingle. The company secured investors and financing and contracted for the construction of two high-speed catamarans in January 2004.

However, some environmentalists and certain anti-development native Hawaiian peoples in Kauai and Maui were not at all happy with this concept.

In 2005, the state Department of Transportation asked a circuit judge on Maui for a waiver of a requirement to perform a second environment impact assessment of necessary improvements to Kahului Harbor on Maui. The waiver was granted and work proceeded. However, a coalition of environmental and native Hawaiian groups determined that this was a possible avenue to put an end to this entire service, and they began work on a challenge to this ruling.

Just before the launch date for the interisland service in late August 2007, the Hawaii Supreme Court ruled that the state Department of Transportation had erred in not requiring a second environmental impact assessment for the harbor improvements. The ferry service operated for one day before a temporary restraining order was issued that barred the Superferry from accessing Kahului Harbor, causing service to Maui to be suspended. Meanwhile, protestors in Kauai forced the Superferry to turn around without entering its harbor. The company then suspended service to Kauai also.

The company's defense against both the protestors and the legal challenges was eerily similar to the reasoning presented in your Environmental Consultation – essentially, it's all been done before, so why would there be a problem? Hawaii had previously had high-speed interisland ferries (in the 1970s) and there was literally a fleet of cargo ships traveling between islands and using all the same ports every single day. In the end, none of that mattered.

In October 2007, a special legislative session was called by the governor in which the State Senate approved a bill to allow "large capacity ferry vessels" to operate between ports in the Hawaiian Islands while an environmental statement was prepared. It was signed into law on November 2, 2007.

The same coalition of environmental and native Hawaiian groups returned to Court. In March 2009, the Hawaii Supreme Court ruled that allowing the Superferry to operate prior to the completion of the environmental study was unconstitutional.

The company immediately suspended operations and laid off all of its employees. Two months later, it filed for Chapter 11 bankruptcy protection. The two ferries were later sold for a total of \$35 million, a fraction of the \$140 million that they cost to build.

The overall point is that environmental and anti-business interests hold unusual sway in Hawaii, and they can mobilize impressive resources when they are riled up. So best not to give them any reason ever to get riled up. My advice to you is to bite the bullet (so to speak), and just do the EIS.

You can reach me at (808) 284-0324 if you have any questions. Thank you for this opportunity to express my opinion.

Sincerely,

Pat McNamee
President

pattherealpilot@aol.com



10613-01
February 1, 2021

Mr. Pat McNamee, President
General Aviation Council of Hawaii
90 Nakolo Place
Honolulu, HI 96819

Subject: Draft Environmental Assessment:
Million Air – Kalaeloa Airport Fixed Base Operation and Fuel Farm Facility
Tax Map Keys (TMK): (1) 9-1-013:032 and 076
Kalaeloa, Oahu, Hawaii

Dear Mr. McNamee:

Thank you for participating in the early consultation process for the subject proposed action. We acknowledge your comments provided in response to the consultation inquiry made in association with the processing of an Environmental Assessment (EA) exemption for the proposed action. Upon review of the request to declare the project exempt, however, HDOT-A determined, through its judgment and experience, that the project would not be eligible for an exemption and required the Applicant prepare an EA. Furthermore, HDOT-A determined that the previously conducted consultation effort would serve to fulfill early consultation requirements for this subject EA process pursuant to HAR §11-200.1-18(a).

Your comments have been considered in the preparation of the subject Draft EA with regard to meeting content requirements prescribed in Hawaii Administrative Rules, Title 11, Chapter 200.1, Section 24. Your original comment letter, along with this response, will be reproduced and included in the forthcoming Draft EA. The Draft EA will be available for review on Office of Environmental and Quality Control website following its publication in *The Environmental Notice*.

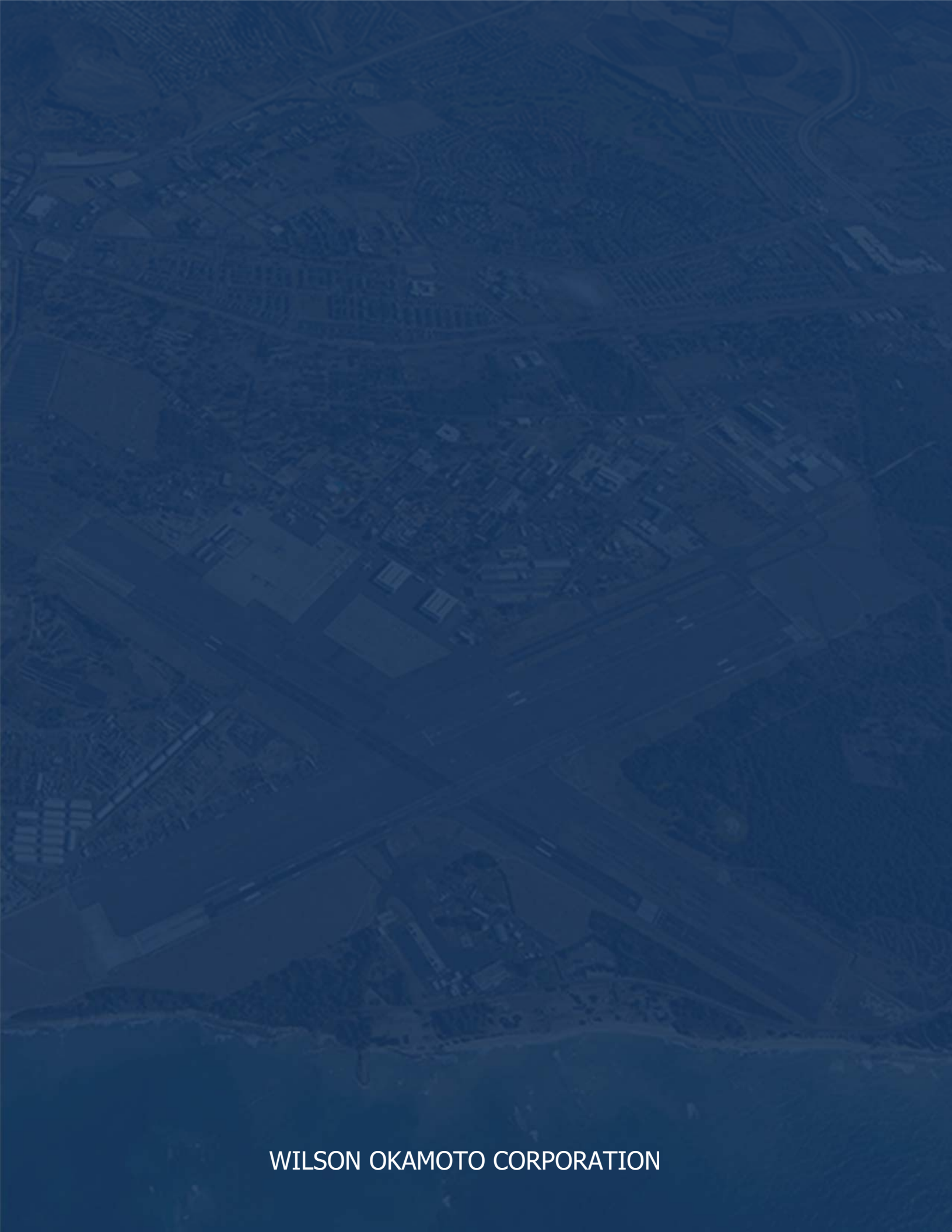
We appreciate your interest and participation in this environmental review process.

Sincerely,

Keola Cheng
Director - Planning

cc: Scott Freeman, Freeman Holdings of Hawaii dba Million Air Honolulu
Herman Tuiolosega, State of Hawaii Department of Transportation – Airports Division

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WILSON OKAMOTO CORPORATION