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IN REPLY REFER TO:

HAR-EP.25.0604

October 28, 2024

TO: MARY ALICE EVANS, DIRECTOR
OFFICE OF PLANNING AND SUSTAINABLE DEVELOPMENT

FROM: EDWIN H. SNIFFEN
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT AND ANTICIPATED FINDING OF NO SIGNIFICANT IMPACT FOR 855 NORTH NIMITZ LAND ACQUISITION, HONOLULU, ISLAND OF OAHU, HAWAII – P10788

With this memo, the State of Hawaii, Department of Transportation, hereby transmits the Draft Environmental Assessment (EA) for the proposed 855 North Nimitz Land Acquisition project for publication in the next available edition of The Environmental Notice. A finding of no significant impact is anticipated for this project.

In addition, we are submitting the electronic version of the Environmental Review Program Publication Form and an electronic copy of the Draft EA and Anticipated Finding of No Significant Impact through the online submission platform.

If you have any questions, please contact Ms. Celia Shen at (808) 587-2013 or via email at celia.y.shen@hawaii.gov. You may also contact our consultant, Ms. Jennifer Scheffel, SSFM International, Inc., at (808) 356-1273 or via email at jscheffel@ssfm.com.

c: Ms. Jennifer Scheffel, SSFM International, Inc.

**From:** webmaster@hawaii.gov
**To:** DBEDT OPSD Environmental Review Program
**Subject:** New online submission for The Environmental Notice
**Date:** Thursday, October 31, 2024 10:42:55 AM

---

**Action Name**

855 North Nimitz Land Acquisition

**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**

Honolulu, Oʻahu

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

(1) 1-5-035:006

**Action type**

Agency

**Other required permits and approvals**

None

**Proposing/determining agency**

State of Hawaiʻi Department of Transportation, Harbors

**Agency jurisdiction**

State of Hawaii

**Agency contact name**

Celia Shen

**Agency contact email (for info about the action)**

celia.y.shen@hawaii.gov

**Email address for receiving comments**

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**Agency contact phone**

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**Agency address**

869 Punchbowl Street
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United States
Map It

**Is there a consultant for this action?**

Yes

**Consultant**

SSFM International, Inc.

**Consultant contact name**

Jennifer Scheffel

**Consultant contact email**

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**Consultant contact phone**

(808) 356-1273

**Consultant address**

99 Aupuni Street, Suite 220
Hilo, Hawaii 96720
United States
Map It

**Action summary**

Land Acquisition

**Reasons supporting determination**

No significant impacts are anticipated to result from acquisition of the property. Land use and operations on the parcel will not change in the immediate term. As a part of the negotiations for sale of the property, HECO has indicated that it may enter into a lease to remain at the parcel and DOT is open to the issuance of a lease back to HECO. Plans for this parcel and necessary expansion of the harbor will be assessed in subsequent environmental review documentation when such plans for the property are developed.

**Attached documents (signed agency letter & EA/EIS)**

- 2024-11-08-HA-DEA-855-North-Nimitz-Land-Acquisition.pdf
- 20241028_Nimitz_Draft-EA-Submission-signed.pdf

**Action location map**

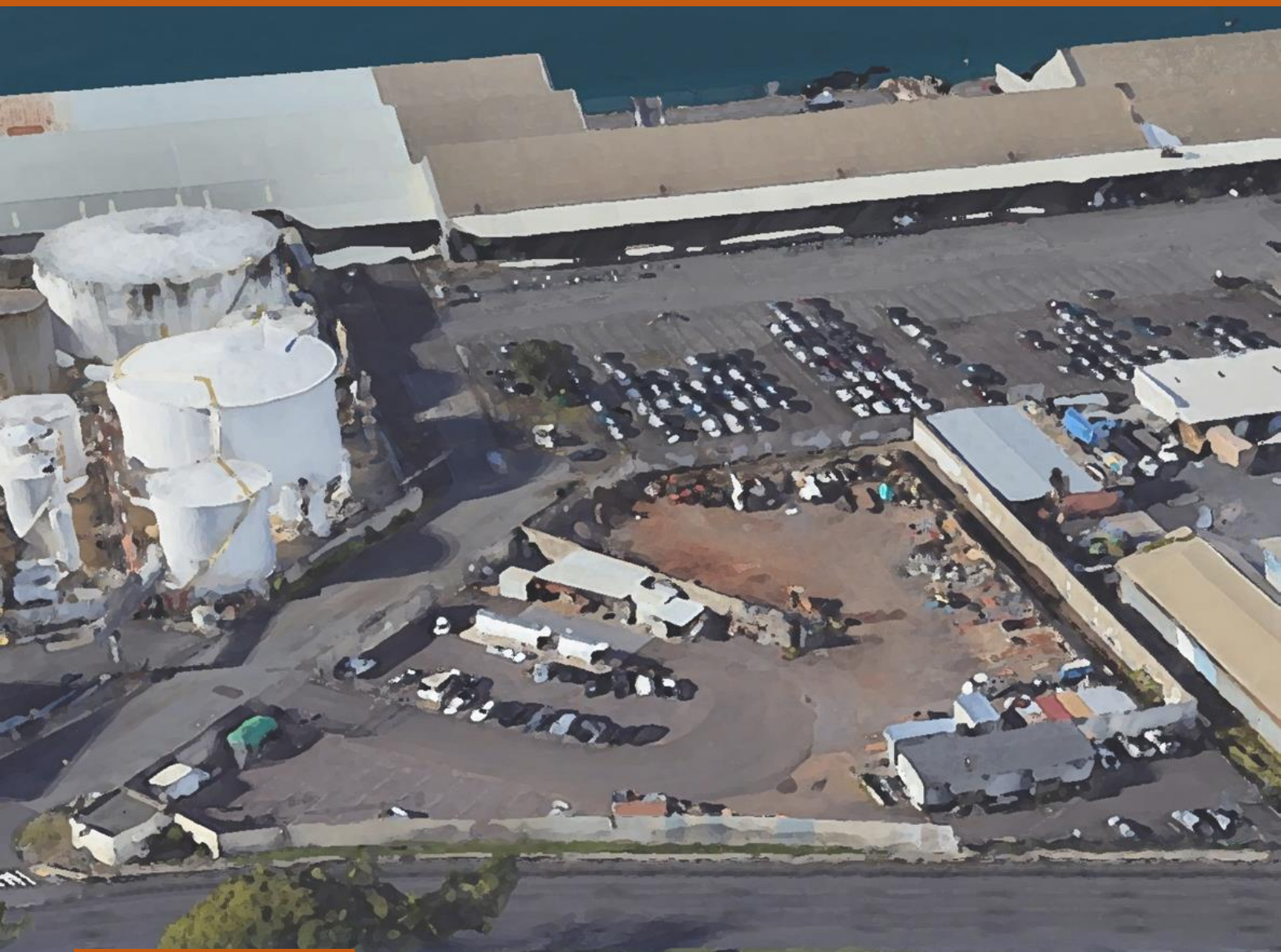
- NimitzProjectLocation.zip

**Authorized individual**

Heather Bartlett

**Authorization**

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



November 2024

Honolulu, Island of O'ahu, Hawai'i

# 855 North Nimitz Land Acquisition Draft Environmental Assessment

*Prepared for:*
State of Hawai'i Department of Transportation, Harbors

*Prepared by:*
SSFM International, Inc.

SSFM International

DEPARTMENT OF TRANSPORTATION · STATE OF HAWAII

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# Draft Environmental Assessment

# 855 North Nimitz Highway Land Acquisition

Honolulu, Island of Oʻahu, Hawaiʻi

*Prepared for:*

State of Hawaiʻi Department of Transportation, Harbors

*Prepared by:*

SSFM International, Inc.

November 2024

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# Project Summary

| | |
|---|---|
| **Project Name** | 855 North Nimitz Land Acquisition |
| **Location** | Honolulu, Island of O‘ahu, Hawai‘i |
| **District** | Honolulu District |
| **Project Site Tax Map Key** | (1) 1-5-035:006 |
| **Landowners** | Hawaiian Electric Company, Inc. (HECO) |
| **Project Site Existing Uses** | Industrial |
| **State Land Use** | Urban |
| **City and County of Honolulu Zoning** | I-3, Waterfront Industrial |
| **Proposed Action** | Land Acquisition |
| **Anticipated Impacts** | No significant impacts are anticipated to result from acquisition of the property. Land use and operations on the parcel will not change in the immediate term. As a part of the negotiations for sale of the property, HECO has indicated that it may enter into a lease to remain at the parcel and DOT is open to the issuance of a lease back to HECO. Plans for this parcel and necessary expansion of the harbor will be assessed in subsequent environmental review documentation when such plans for the property are developed. |
| **Proposing Agency** | State of Hawai‘i Department of Transportation, Harbors |
| **Anticipated Determination** | Finding of No Significant Impact (FONSI) |
| **Project Site Permits/ Approvals Required** | None required. |
| **EA Preparer** | SSFM International, Inc.<br>501 Sumner Street, Suite 620<br>Honolulu, Hawai‘i 96817<br>Contact: Jennifer Scheffel<br>(808) 356-1273 |
| **Consultations** | See **Section 6.0** |

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# Table of Contents

# List of Figures



# List of Tables

# List of Appendices

# Acronyms

| | |
|---|---|
| **AAQS** | Ambient Air Quality Standards |
| **ACS** | American Community Survey |
| **ALISH** | Agricultural Lands of Importance to the State of Hawai‘i |
| **BWS** | Honolulu Board of Water Supply |
| **CAA** | Clean Air Act |
| **CCD** | Census County Divisions |
| **CSH** | Cultural Surveys Hawai‘i |
| **CZM** | Coastal Zone Management Act |
| **CZMA** | Coastal Zone Management Act of 1972 |
| **dBA** | Decibels |
| **DLNR** | Hawai‘i State Department of Land and Natural Resources |
| **DOA** | State of Hawai‘i Department of Agriculture |
| **DOE** | State of Hawai‘i Department of Education |
| **DOH** | State of Hawai‘i Department of Health |
| **DOT** | State of Hawai‘i Department of Transportation |
| **EA** | Environmental Assessment |
| **EIS** | Environmental Impact Statement |
| **FEMA** | Federal Emergency Management Agency |
| **FIRM** | Flood Insurance Rate Maps |
| **FONSI** | Finding of No Significant Impact |
| **GHG** | greenhouse gases |
| **HAR** | Hawai‘i Administrative Rules |
| **HCCMAC** | Hawai‘i Climate Change Minimization and Adaptation Commission |
| **HDOT** | State of Hawai‘i Department of Transportation |
| **HECO** | Hawaiian Electric Company |
| **HFD** | Honolulu Fire Department |
| **HHMP** | Honolulu Harbor 2050 Master Plan |
| **HMGP** | Hazard Mitigation Grant Program |
| **HPD** | Honolulu Police Department |
| **HRS** | Hawai‘i Revised Statutes |
| **IPCC** | Intergovernmental Panel on Climate Change |
| **KCT** | Kapālama Container Terminal |
| **MGD** | million gallons per day |
| **MMI** | Modified Mercalli Intensity |
| **NAAQS** | National Ambient Air Quality Standards |

| | |
|---|---|
| **NASA** | National Aeronautics and Space Administration |
| **NEHRP** | National Earthquake Hazard Reduction Program |
| **NOAA** | National Oceanic and Atmospheric Administration |
| **NPDES** | National Pollutant Discharge Elimination System |
| **NRHP** | National Register of Historic Places |
| **PDM** | Pre-Disaster Mitigation |
| **PUC DP** | Primary Urban Center Development Plan |
| **RLS** | reconnaissance level survey |
| **RO/RO** | Roll-on/Roll-off |
| **SIHP** | State Inventory of Historic Places |
| **SLR** | Sea Level Rise |
| **SLR-XA** | Sea Level Rise Exposure Area |
| **SMA** | Special Management Area |
| **SSURGO** | Soil Survey Geographic |
| **TMK** | Tax Map Key |
| **USACE** | United States Army Corps of Engineers |
| **USDA** | United States Department of Agriculture |

# 1.0 Project Description

## 1.1 Introduction

The State of Hawai‘i, Department of Transportation (HDOT), Harbors proposes to acquire a 1.97-acre parcel in Honolulu Harbor at 855 North Nimitz Highway (Tax Map Key [TMK] (1) 1-5-035:006) from Hawaiian Electric Company, Inc. (HECO). Acquiring this parcel will support the future expansion of the harbor in line with projected freight needs and the Honolulu Harbor 2050 Master Plan. No changes in land use are proposed in this Environmental Assessment (EA) as HECO has expressed interest in continuing to occupy the parcel. As a part of the negotiations for the sale of the property, HECO has indicated that it may enter into a lease to remain at the parcel and HDOT is open to the issuance of a lease back to HECO. Any future plans by HDOT Harbors for improvements and/or other use of the parcel will undergo separate environmental review when those plans are developed.

This project is subject to the state environmental review process as outlined in Chapter 343 (Environmental Impact Statements) of the Hawai‘i Revised Statutes (HRS), also known as the Hawai‘i Environmental Policy Act, and Title 11, Chapter 200.1 (Environmental Impact Statement Rules) of the Hawai‘i Administrative Rules (HAR). Nine specific types of actions trigger this review process. This project triggers the review because it proposes the use of state funds (HRS Section 343-5(a)(1)). The acquisition of the property is not anticipated to generate significant long-term adverse impacts and is consistent with State and County land use plans and policies.

## 1.2 Project Background

### 1.2.1 History of the Honolulu Harbor

Honolulu Harbor, located on the south shore of O‘ahu, has played a central role in the history and development of the Hawaiian Islands. It was originally known by Hawaiians as Ke ‘Awa O Kou, or “the harbor of Kou,” due to the sheltered waters formed by the Nu‘uanu Stream outflow and the protective coral reef. In 1796, a British captain renamed it “Fair Haven”, which was later translated into Hawaiian as Honolulu.

Throughout the 19th and 20th centuries, the harbor evolved into a hub for Pacific trade, supporting industries such as fur, sandalwood, and whaling. Early on, ships anchored in the basin, and cargo was ferried to shore by smaller boats. In 1825, the first wharf was built using the remains of a sunken ship, marking the beginning of harbor infrastructure development. Over time, wharves, shipyards, and piers were constructed, and extensive dredging deepened the harbor to accommodate larger vessels.

The importance of the harbor grew during key historical events. In 1848, the California Gold Rush increased trade, and the harbor became an important stop for miners and supplies headed to the continental United States. King Kamehameha III declared Honolulu the capital of the Hawaiian Kingdom in 1850. During the American Civil War, demand for Hawaiian sugar grew as Southern production fell. After the U.S. annexed Hawai‘i in 1898, control of the harbor shifted to the Territory of Hawai‘i. The

administration of Hawai‘i harbors shifted from the Department of the Interior to the Territorial Department of Public Works. Dredging projects created new land, including Sand Island, originally known as Quarantine Island, which was used to isolate ships with infectious diseases.

The early 20th century saw further expansion, but World War I slowed activity as ships were conscripted, causing shortages in the islands. In the 1920s, tourism grew with the arrival of passenger liners in Honolulu. The completion of Aloha Tower in 1926 symbolized this growth.

During World War II, the harbor supported military operations, with Pearl Harbor as the main base with the Honolulu Harbor serving a secondary role. The U.S. military improved infrastructure, expanding piers and dredging channels. After the war, control returned to the Territory of Hawai‘i and post-war improvements like Nimitz Highway, a second entrance to the harbor, seawalls, and continued landfilling was implemented to meet growing demand.

After Hawai‘i became a state in 1959, Honolulu Harbor modernized its facilities to support increasing needs. The harbor became Hawai‘i’s primary hub for overseas cargo, handling the goods and materials to and from the islands.

Today, Honolulu Harbor remains the state's main port for cargo, fishing, and passenger operations, processing most of Hawai‘i’s food, fuel, clothing, and construction materials. Ongoing efforts by HDOT Harbors aim to maintain, upgrade, and expand facilities.

### 1.2.2 Regional Harbor Layout

The Honolulu Harbor sits within the Primary Urban Center Development Area of O‘ahu, which spans from the Daniel K. Inouye International Airport on the west to Diamond Head on the east. It encompasses several neighborhoods and Districts within Honolulu along the mauka (landward) side of the harbor. To the makai side is Sand Island which now contains a state recreation area, a U.S. Coast Guard base, a wastewater treatment facility, and an assortment of industrial facilities.

**Figure 1** is a Regional Map of the Honolulu Harbor that displays these various neighborhoods and districts.

Honolulu Harbor includes more than 200 acres of container yard space and over 30 major berthing facilities, providing more than five linear miles of mooring area. The harbor has a depth of 40 feet and is composed of five main sections: the Main Channel, the Main Harbor Basin, the Kapālama Channel, the Kapālama Basin, and the Kalihi Channel.

***Figure 1. Honolulu Harbor Regional Map***


*Source: Honolulu Harbor 2050 Master Plan, 2022*

## 1.2.3 Honolulu Harbor 2050 Master Plan

The Honolulu Harbor 2050 Master Plan (HHMP) was adopted in 2022 as an update to the previous O‘ahu Commercial Harbors 2020 Master Plan. It was drafted to ensure that future planning efforts for the harbor are conducted to meet the future needs of Hawai‘i and is a central component to maritime and shipping operations across the state. According to the HHMP, “HDOT Harbors is responsible for planning and designing, building and maintaining, and operating the State’s maritime transportation facilities and infrastructure and for coordinating with other agencies in these activities. HDOT Harbors is also responsible for efficient utilization of commercial harbor facilities and lands, and for facilitating the conduct of maritime business with harbor stakeholders and the public. HDOT Harbor’s responsibilities are mandated by HRS, Chapter 266, Harbors and implemented through HAR Title 19, Subtitle 3, Chapters 41 through 44” (page 1-1).

Honolulu Harbor, established in the early 19th century, is now the hub for maritime commerce in the Hawaiian Islands. It serves as the primary entry port of entry for international and out-of-state shipping, crucially facilitating the distribution of goods across the islands through a hub-and-spoke system. This

system is vital for supporting the neighbor islands, as most imports, including essential items like food, fuel, and construction materials, pass through Honolulu before reaching other Hawaiian ports.

As Hawai‘i’s population grows and demand for goods increases, the future planning and development of Honolulu Harbor is essential to meeting these needs. The harbor features a diverse network of piers for various purposes, including containerized cargo, bulk shipments, and Roll-on/Roll-off (RO/RO) operations. To maintain efficiency and adaptability, future expansions and upgrades must ensure each pier contributes to a coordinated effort and meets evolving operational requirements.

Furthermore, the long-term planning for Honolulu Harbor must also focus on enhancing its resilience to natural hazards, such as hurricanes, tsunamis, and rising sea levels. As a coastal facility, the harbor is vulnerable to these risks, and its ability to continue functioning under emergency conditions is vital for the safety and well-being of the entire state. Strengthening the harbor’s infrastructure, improving flood defenses, and incorporating climate adaptation measures are essential components of future planning efforts to ensure that Honolulu Harbor remains operational during times of crisis.

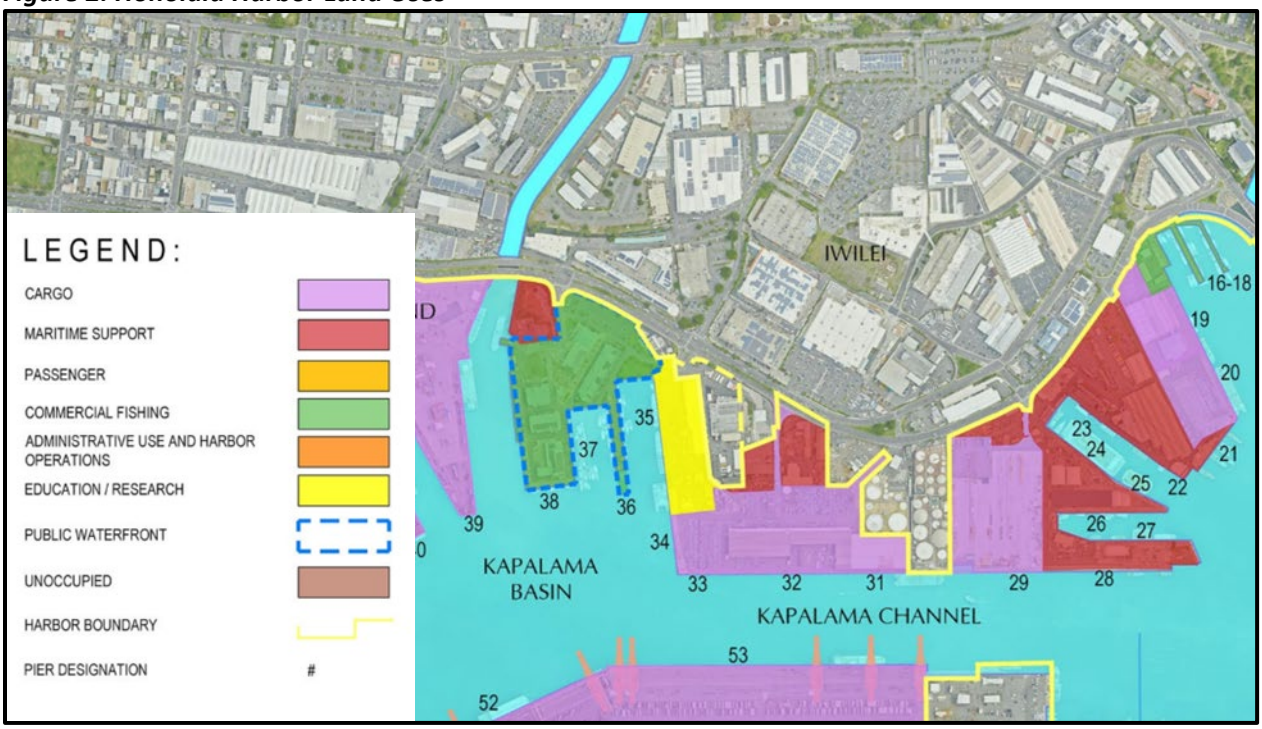
In addition to addressing capacity and resilience, the harbor’s future development must continue to support its administrative functions and leased spaces for maritime support services. These areas are critical for the coordination and management of port activities, and as demand grows, so too must the availability of space for tenants involved in shipping, logistics, and other maritime-related businesses. Proper planning will ensure that the harbor’s operations, both current and future, can meet the needs of Hawai‘i’s population while maintaining the infrastructure required to adapt to future challenges.

### Piers 31-34

Piers 31-34 consist of areas dedicated to both cargo operations and maritime support (see **Figure 2**).

- **Cargo Operations:** According to the HHMP, Honolulu Harbor's cargo areas include both dedicated and non-dedicated terminals that use various types of equipment, such as gantry cranes, RO/RO automobile-carrier operations, and container handlers, to move and inspect a wide range of cargo, including containers, bulk goods, automobiles, and special items. These terminals also serve as staging and maintenance areas for heavy equipment and are used for the transfer of petroleum products, liquid natural gas, and hazardous materials.
- **Maritime Support:** Maritime support areas at Honolulu Harbor are dedicated to essential industrial operations that keep the harbor running smoothly. These include services like tug operations, ship repairs, fueling, provisioning, waste disposal, and spill response.

***Figure 2. Honolulu Harbor Land Uses***




*Source: Honolulu Harbor 2050 Master Plan, 2022*

## Piers 31 to 34 Improvements

The HHMP recommends continuing improvements at Piers 31 to 34, focusing on their use as a multi-purpose cargo terminal and a key site for RO/RO operations. The terminal has 16 acres of open yard space with direct access to Nimitz Highway, making it ideal for these purposes. The nearby non-secured maritime support areas provide space for tenants offering services like freight forwarding and automobile preparation. If needed, backland areas can be cleared for yard expansion.

The HDOT Harbors has been making gradual improvements to the functionality of the terminal at Piers 31 and 32 in recent years. One significant upgrade was the demolition and clearing of the sheds at the piers in 2020, which created a largely open and unobstructed yard space of approximately 16 acres. This open area is now capable of storing up to 3,600 automobiles, allowing it to fully accommodate the cargo of three auto-carrier vessels, each carrying up to 1,200 vehicles. In addition to these changes, HDOT Harbors has repaved portions of the yard with asphalt to improve its durability and usability, and plans are underway to construct new comfort stations to enhance facilities for workers and staff at the terminal.

One of the recommendations in the HHMP is consideration to widen the Kapālama Channel, potentially by cutting back Piers 29-33. With new cargo vessels become increasingly larger, a widened channel would increase navigational safety when vessels are berthed on both sides of the channel. However, widening of the channel could reduce available cargo space at Piers 31-34, which would impact operations. To compensate for this potential loss and to accommodate future cargo needs the HHMP recommends the acquisition of two adjacent parcels for maritime support service and/or cargo terminal use. These includes

the subject parcel for the Proposed Action and a 3.7-acre parcel under HDOT Airports jurisdiction (TMK parcel 1-5-35: 010), intended to improve driveway access to Nimitz Highway and Alakawa Street.

## 1.3 Project Location

The subject property is 1.97-acres and constitutes the entirety of tax map key (TMK) (1) 1-5-035:006. It is located at the corner of Nimitz Highway and the entrance to Piers 31-34. The property is adjacent to existing HDOT Harbors property that fronts the Kapālama Channel, as shown in **Figure 4**. The property is bordered by Nimitz Highway to the east and HDOT Harbors property to the northwest, west, and south.

The Proposed Action is located adjacent to Piers 31-34, a key area designated as a Multi-Purpose Cargo Terminal in the HHMP. Piers 31-34 are located within the Iwilei-Kapālama district fronted by the Kapālama Channel and sits along the makai (inland) side of Nimitz Highway. These piers are valuable due to their deep-water access, making them essential for accommodating large vessels. The Proposed Action is the acquisition of a parcel currently owned by HECO that is adjacent to harbor property.

***Figure 3. Project Location Map***

## 1.4 Project Schedule and Cost

The estimated acquisition cost for the property is currently undetermined. The HDOT Harbors has retained an appraiser to objectively determine its value, which will serve as the basis for the State's negotiation on the acquisition price. The property is anticipated to be acquired following the completion of environmental review documentation, negotiations, and all required reviews and approvals.

## 1.5 Permits and Approvals Which May Be Required for the Proposed Project

The Proposed Action is solely the acquisition of the subject parcel. As a part of the negotiations for the sale of the property, HECO has indicated that it may enter into a lease to remain at the parcel and HDOT is open to the issuance of a lease back to HECO. At such time when HDOT Harbors determines future development plans for the acquisition parcel that would support long-term harbor needs, that project will undergo a separate environmental review and permitting process.

# 2.0 Proposed Action and Alternatives

## 2.1 Proposed Action

The Proposed Action is for HDOT Harbors to purchase the subject property, a 1.97-acre parcel located at 855 North Nimitz Highway (Tax Map Key [TMK] (1) 1-5-035:006) from HECO. No changes in land use are proposed in this Environmental Assessment (EA) as HECO has expressed interest in continuing to occupy the parcel. As a part of the negotiations for sale of the property, HECO has indicated that it may enter into a lease to remain at the parcel and HDOT is open to the issuance of a lease back to HECO. Any future plans by HDOT Harbors for improvements or other use of the parcel will undergo separate environmental review when those plans are developed.

## 2.2 No-Action Alternative

The No-Action Alternative is for HDOT Harbors to refrain from the purchase of the subject parcel. The parcel could therefore be purchased by another entity for an undetermined purpose. This area would presumedly remain under industrial use; however, would not be under the ownership of HDOT Harbors. This would limit HDOT Harbor’s ability to consolidate parcels around the harbor, reducing available space for future expansion and renovation at Piers 31-34. Consequently, it would be more challenging to improve harbor operations’ efficiency, and future development anticipated at Piers 31-34 could significantly impact and disrupt ongoing cargo operations at the harbor.

## 2.3 Purpose and Need

### 2.3.1 Purpose of the Proposed Project

The primary purpose of acquiring land adjacent to the harbor is to secure additional space for future consolidation. This will enable HDOT Harbors to optimize and consolidate harbor lands to support cargo operations, accommodate temporary tenant relocations as the HDOT re-builds its harbors to address sea level rise, and other harbor improvements to its aged facilities. HDOT Harbors is anticipating the need for significant redevelopment projects to modernize harbor infrastructure. The additional space provided by the subject parcel would enable temporary tenant relocations that would minimize disruptions to harbor operations during construction phases. HDOT Harbors will evaluate potential use of the subject property in context of Oahu’s overall commercial harbor requirements and the role of Piers 31-34 in meeting those needs.

### 2.3.2 Need for the Proposed Project

Maintaining and expanding Honolulu Harbor is critical to Hawai‘i’s economic vitality and long-term resilience. As the state’s primary port, Honolulu Harbor is the central hub through which almost all goods—including food, fuel, construction materials, and other essentials—are imported to the islands (see **Figure 5**). Given Hawai‘i’s geographic isolation, efficient harbor operations are crucial for meeting the daily needs of residents and businesses, maintaining a steady supply chain, and facilitating trade. Any

disruption in harbor operations could significantly impact the state's population, which depends heavily on these maritime activities for its economy and way of life.

***Figure 4. Hawai'i Commercial Harbor System***


*Source: Honolulu Harbor 2050 Master Plan, 2022*

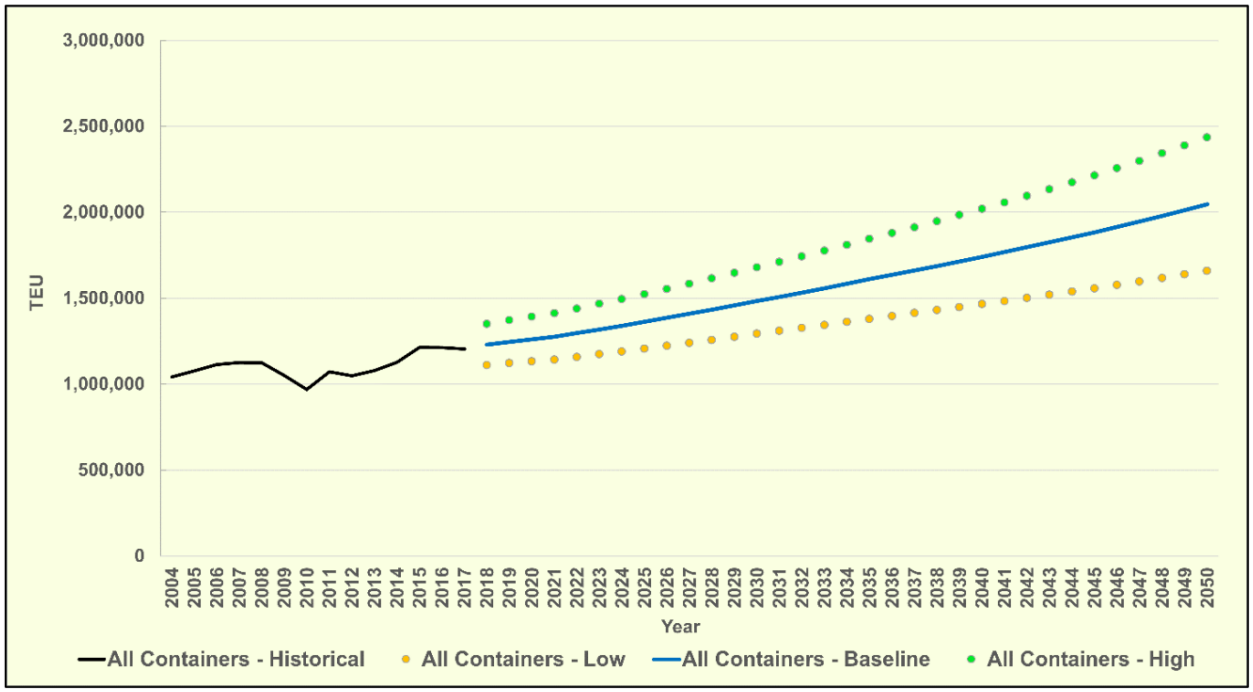
To ensure Honolulu Harbor can meet future demands and accommodate modern maritime operations, it is important to consolidate adjacent harbor properties around Piers 31-34. This consolidation is necessary not only to expand current capacity but also to create space for future harbor activities and development efforts as part of the harbor's ongoing modernization.

The HHMP includes an analysis of the harbor's capacity and projected cargo demand through 2050. The study concludes that the harbor has sufficient capacity to meet future demand with only minor operational adjustments. Therefore, there is no immediate need to expand the harbor. However, the HHMP identifies several properties for potential acquisition to improve harbor operations, including the subject parcel for the Proposed Action. This largely undeveloped parcel, currently used for vehicle storage, could be valuable for expanding the Piers 31 to 33 cargo yard or for maritime support services.

Several factors affect the cargo volume a terminal can handle, including physical infrastructure (such as yard space, wharf length, and equipment), productivity measures (such as crane efficiency and truck processing rates), and external market conditions (such as the mix of imports and exports and the volume of empty containers).

The HHMP's assessment indicates that the harbor can handle projected cargo throughput until 2050, with some adjustments to balance berth and yard capacities and add storage for containers (see **Figure 6**). While overall capacities are close to meeting future needs, certain terminals have imbalances between berth and yard capacities. The construction of the new Kapālama Container Terminal (KCT) aligns well with these projections, allowing the harbor to manage container cargo efficiently through 2040. Additionally, there are opportunities to improve storage for other types of cargo, particularly automobiles.

***Figure 5. Projected Container Throughput***

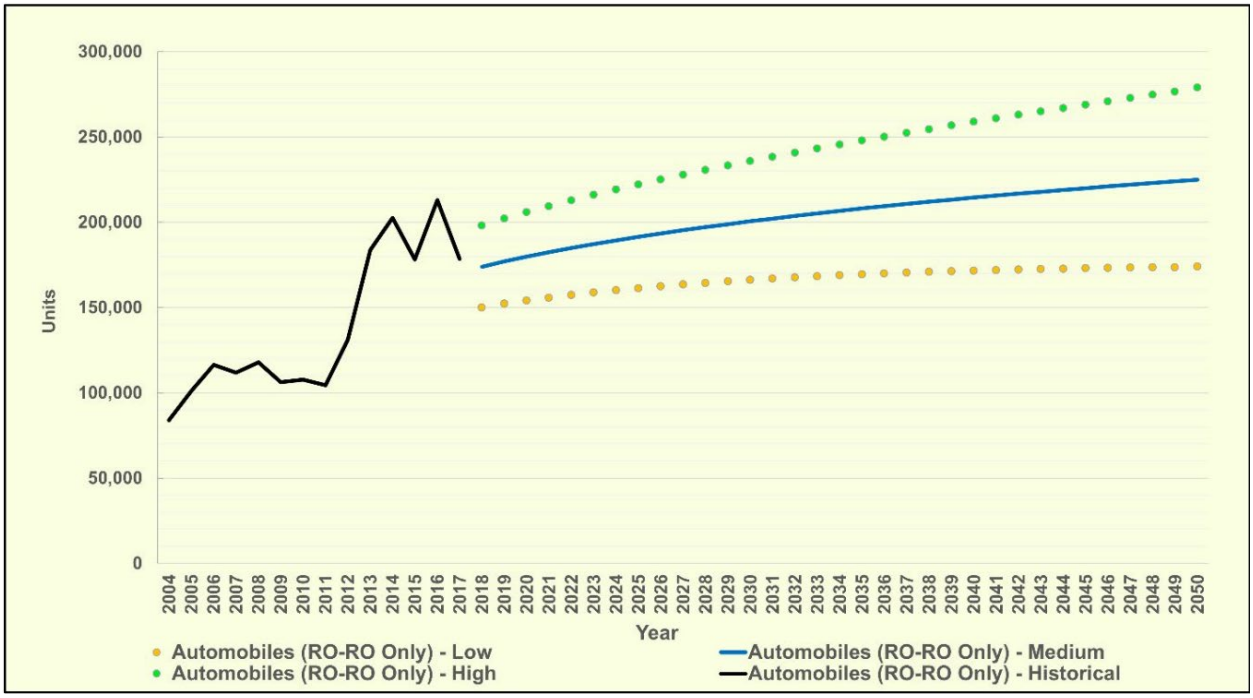



*Source: Honolulu Harbor 2050 Master Plan, 2022*

In addition to meeting the immediate demands of a growing population, ensuring the harbor’s capacity is sufficient for future needs is crucial. The concept of throughput refers to the total activity or volume of cargo and passengers moving through the harbor, including both incoming and outgoing shipments (interisland and overseas), empty containers, and passenger traffic. As containerized cargo throughput is projected to increase significantly through 2050, maintaining efficient cargo flow requires additional space for both operational activities and the expansion of infrastructure. The consolidation of adjacent properties would allow for the reorganization of harbor functions, providing room for staging areas, storage, and necessary support services, all while accommodating active cargo movements. The development of adjacent land will be crucial to handle increasing volumes without causing operational delays or disruptions.

Between 2020 and 2050, annual automobile throughput at Honolulu Harbor is expected to increase by 16% under the low-growth scenario, 29% under the medium scenario, and 41% in the high-growth scenario (see **Figure 7**). Although Hawai‘i’s automobile market had reached saturation by 2018, industry experts project gradual growth in vehicle shipments starting in the mid-2020s. This projected increase in RO/RO vehicle shipments is based on historical data and reflects factors such as market saturation, higher prices for new vehicles, lower used vehicle values, and the decline in pent-up demand.

***Figure 6. Projected Automobiles Throughput***




*Source: Honolulu Harbor 2050 Master Plan, 2022*

Piers 31-34, which are heavily used for vehicle shipments, will need to accommodate this growth in automobile throughput. The harbor’s ability to handle increasing shipments will be essential to meeting future demand. However, the projections do not account for potential changes in transportation trends, such as the rise of ride-sharing services, the adoption of fully electric and self-driving vehicles, or continued roadway congestion. These factors could alter future demand and affect RO/RO vehicle shipments.

To ensure that Piers 31-34 can support future growth in vehicle throughput, the harbor must not only expand its capacity but also remain flexible enough to adapt to these potential changes in the automotive market. Consolidating adjacent properties and modernizing infrastructure will be key to accommodating this growth, ensuring that the harbor continues to efficiently manage vehicle shipments while preparing for future shifts in transportation needs.

In addition, modernization projects at Piers 31-34, such as those described in the previous section, will require dedicated construction zones. Consolidating land near Piers 31-34 will allow construction to proceed without interfering with the day-to-day operations of the harbor. By securing more space through

property consolidation, the harbor will be better equipped to manage construction while continuing to meet cargo and passenger demands.

This approach will also ensure that future harbor activities—whether related to maritime support services, cargo handling, or new logistical requirements—can be accommodated in a more organized, efficient manner. Consolidation provides flexibility, allowing the harbor to evolve and adapt to changing industry needs while ensuring that space for expansion, staging, and storage is available when needed.

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# 3.0 Affected Environment, Potential Impacts, and Avoidance and Minimization Measures

## 3.1 Climate Change and Sea Level Rise

### 3.1.1 Affected Environment

Climate change is a long-term shift in patterns of temperature, precipitation, humidity, wind, and seasons. Scientific data show that earth's climate has been warming. This warming is mostly attributable to rising levels of carbon dioxide and other greenhouse gases (GHG) generated by human activity. These changes are already impacting Hawaii through rising sea levels, increasing ocean acidity, changing rainfall patterns, decreasing stream flows, and changing wind and wave patterns. While the earth's climate experiences natural change and variability over geologic time, the changes that have occurred over the last century due to human input of GHG into the atmosphere are unprecedented (Hawai‘i Climate Change Mitigation and Adaptation Commission (HCCMAC), 2017).

Sea levels are rising at increasing rates due to global warming of the atmosphere and oceans and melting of glaciers and ice sheets (HCCMAC, 2017). These rising seas and the projection for more increased tropical storms in the Pacific Ocean would increase Hawai‘i's vulnerability from coastal inundation and erosion. According to the Intergovernmental Panel on Climate Change, if global GHG were to continue at a "business as usual" scenario, it is expected that a 3.2-foot sea level rise could occur by the year 2100 and, to some projections, as early as the year 2060, and would continue to rise in the future. Therefore, the Hawai‘i Sea Level Rise Vulnerability and Adaptation Report (2017) adopted by the State of Hawai‘i suggests that planning for a 3.2-foot sea level rise should happen now (HCCMAC, 2017).

As such, the Sea Level Rise Exposure Area (SLR-XA) has been developed for the State to model and determine the potential future exposure of each island to multiple coastal hazards as a result of sea level rise. The SLR-XA is the footprint of three coastal hazards: passive "bathtub" flooding, annual high wave flooding, and coastal erosion. Using the SLR-XA to assess sea level rise impacts and coastal hazard exposure supports efforts to encourage Hawai‘i's adaptation to sea level rise. The impacts of sea level rise on the communities of Hawai‘i Island have the potential to exacerbate existing challenges such as aging infrastructure, planning for future growth, and the lack of affordable housing (HCCMAC, 2022).

**Figure 8** shows the SLR-XA overlayed with the project area to show the projected area of impact for 3.2 foot sea level rise. This estimated area does not consider less frequent high wave events, storm surges, or tsunami potential impacts. According to the Hawai‘i Seal Level Rise Vulnerability and Adaptation Report, harbors have the potential to be impacted by rise in the future. The report notes that a more detailed analysis of vulnerability and adaptation options for critical infrastructure, such as the Honolulu Harbor are necessary to be able to harden or otherwise retrofit adaptation measures to maintain consistent operations. According to the State of Hawai‘i Multi-Hazard Mitigation Plan, harbors are critical points of entry that need to remain open and operational to maintain the vital just in time shipping logistics

required to sustain each island. They are also not facilities that can easily "retreat" or be moved inland in anticipation of future sea level rise impacts.

### 3.1.2 Potential Impacts

Based on the significance criteria set forth in HAR Chapter 11-200.1, the Proposed Action would result in a significant impact to climate change and sea level rise if it has a substantial adverse effect on or be likely to suffer damage by being in an environmentally sensitive area, such as the SLR-XA, or if it would require substantial energy consumption or emit substantial greenhouse gases.

#### Proposed Action

The Proposed Action is not anticipated to have a significant adverse impact on climate and climate change conditions. The purpose of acquiring this parcel includes support of future efforts for mitigating sea level rise. Development plans for Piers 31-33 have not been developed and will be subject to future and separate environmental review. However, acquiring the subject parcel is essential to minimize disruptions during the anticipated harbor modernization and resiliency improvement process.

#### No-Action Alternative

Under the No-Action Alternative, the acquisition of the subject parcel would not occur, leaving the HDOT Harbors less equipped to manage the harbor modernization efforts at Piers 31-33. This would hinder adaptation measures for sea-level rise and other climate impacts, affecting the sustainability of harbor operations.

### 3.1.3 Avoidance and Minimization Measures

No avoidance and minimization measures for climate change and sea level rise impacts are proposed and none are expected to be required.

***Figure 7. Sea Level Rise Exposure Area***

# 3.2 Biological Resources

## 3.2.1 Affected Environment

According to the HHMP, potential fauna that can or have occurred in the Honolulu Harbor includes honu or green sea turtles (Chelonia mydas), hawksbill sea turtles (Eretmochelys imbricata), ilio-holo-i-ka-uaua or Hawaiian monk seals (Monachus schauinslandi), koholā or humpback whales (Megaptera novaeangliae), a‘eo or Hawaiian stilt (Himantopus mexicanus knudseni), kōloa maoli or Hawaiian duck (*Anas wyvilliana*), ‘alae ke‘o ke‘o or Hawaiian coot (*Fulica Americana alai*), ‘alae ‘ula or Hawaiian moorhen (*Gallinula chloropus sandvicensis*), ‘a‘o or Newell’s shearwater (*Puffinus auricularis newelli*), ‘ua‘u or Hawaiian petrel (*Pterodroma phaeopygia sandwichensis*), manu o kū or white fairy tern (*Gygis alba*), wana or spiny urchins (*Diadema paucispinum* or *Echinothrix diadema*), herbivorous urchins, rock-boring urchins, sponges, loli or sea cucumbers (*Holothuria spp.*), invasive coral-eating crown-of-thorns starfish (*Acanthaster planci*), ‘ula or lobster (*Panulirus spp.*), pā or black lipped pearl oysters (*Pinctada margaritifera*), uhu or parrotfish (*Scarus perspicillatus*), ‘āholehole or Hawaiian flagtail (*Kuhlia sandvicensis*), aku or ‘ahi or tuna (*Thunnus spp.*), anae or mullets (*Mugil spp.*), pāpa‘i or crab, ‘ōpae or shrimp (*Atyoida bisculcata*), ‘olepe or mussels/oysters (*Arca ventricosa*), and he‘e or octopus (*Octopus hawaiiensis*). Honu (green sea turtles and hawksbill sea turtles), ‘Īlio-holo-i-ka-uaua, Koholā, ‘Alae ‘ula, ‘Alae ke‘o ke‘o, Kōloa Maoli, Ae‘o, ‘A‘o, and ‘Ua‘u are protected species under the Endangered Species Act (ESA) of 1973. Mo‘olelo associated with Honolulu Harbor specifically mention *Kaholoaloakeāhole*, or the running of the āhole or āholehole fish, which are prized for eating and as bait for larger game fish. In addition, a land section along the waterfront is called Honoka‘upu, or the albatross bay for the Ka‘upu, or the Black-footed albatross, *Phoebastria nigripes*.

Biosecurity

As the primary point of entry for cargo into Hawai‘i, Honolulu Harbor plays a critical role in maintaining the state’s biosecurity system. This system is designed to prevent the introduction of harmful pests, invasive plant and animal species, diseases, and other hazardous biological materials. A multijurisdictional effort, it involves coordination between Federal, State, and County agencies, alongside partnerships with non-governmental organizations, all working together to safeguard Hawai‘i’s unique ecosystems from the threat of invasive species.

Specialized facilities at the harbor are equipped to intercept and inspect incoming cargo, focusing on agricultural products, live animals, microbial materials, and soils. These inspections occur at multiple points within the harbor, including aboard cargo vessels, in cargo terminal yards, and at the State of Hawai‘i Department of Agriculture's (DOA) plant quarantine facilities.

## 3.2.2 Potential Impacts

Proposed Action

The Proposed Action would not alter the biological environment of the parcel or its surrounding area and therefore is not anticipated to have an impact on existing flora and fauna species.

No-Action Alternative

Under the No-Action Alternative, the subject parcel would not be acquired. Consequently, another entity could purchase the parcel for an undetermined purpose. While the subject parcel would likely continue to be used for industrial purposes, it would not be owned by HDOT Harbors. This would leave HDOT Harbors less equipped to manage the harbor modernization efforts at Piers 31-33.

### 3.2.3 Avoidance and Minimization Measures

No avoidance and minimization measures for biological impacts are proposed and none are expected to be required.

## 3.3 Geology and Soils

### 3.3.1 Affected Environment

The Island of O‘ahu is the third largest island in the Hawaiian Archipelago and covers an area of approximately 600 square miles, including smaller associated land masses such as Ford island and those within Kāne‘ohe Bay. It is comprised of two separate shield volcanos the Wai‘anae range to the west and the Ko‘olau range to the east which create a large central valley in the center of the island.

The Project Site is located on the southwest flank of the Ko‘olau mountain range. As shown in **Figure 9**, the Project Site is underlain man-made fill which was installed to form the harbor breakwaters along the coastline. This fill materials extends approximately 3,000 ft in the northwest, northeast and southeast directions from the Project Site. According to the United States Department of Agriculture (USDA) Soil Survey Geographic (SSURGO) database and soil survey data gathered by Foote et al. (1972), “This land type occurs mostly near Pearl Harbor and in Honolulu, adjacent to the ocean. It consists of areas filled with material dredged from the ocean or hauled from nearby areas, garbage, and general material from other sources. Included in mapping were a few areas that have been excavated. This land type is used for urban development including airports, housing areas, and industrial facilities.” (Foote et al. 1972:31)

Beyond the extent of the man-made fill deposit is a formation of alluvium which runs along both sides of the Kapālama canal, north of the Project Site. In addition, there are formations of lagoon and reef deposits that make up the surrounding area. Lagoon and reef deposits are characterized as unconsolidated or poorly consolidated mud, silt, and sand that is found chiefly as mudflats in back-beach setting and some estuaries, where sediment from beach deposits and younger dune deposits is washed by water of brackish lagoons. To the makai side of the Project Site, the fill material is bounded by the waters of the Kapālama channel which separates the primary landmass of O‘ahu from Sand Island. The project site is generally flat with existing ground elevations ranging from approximately 4 to 7 feet above mean sea level with a minimal slope across the area.

As shown in **Figure 10**, soils at the project site are comprised of human-transported fill material to makeup the foundation for the harbor space. Surrounding the fill land on the mauka (inland) side and outside of the harbor space lies Ewa silty clay loam with 0 to 2 percent slopes. The project site is not classified by the

Land Study Bureau agricultural productivity index rating. Additionally, the project site is not classified under the Agricultural Lands of Importance to the State of Hawai‘i (ALISH).

### 3.3.2 Potential Impacts

Based on the significance criteria set forth in HAR Chapter 11-200.1, the would be determined that the Proposed Action would result in a significant impact to geological and soil resources if it would involve a substantial degradation of environmental quality. Therefore, a significant impact would occur if the Proposed Action caused a substantial degradation of environmental quality through erosion.

Proposed Action

The Proposed Action would not alter the existing geology, topography, or soils of the parcel or its surrounding area. Therefore, is not anticipated to have an impact on geology, topography or soils.

No-Action Alternative

Under the No-Action Alternative, the subject parcel would not be acquired. Consequently, another entity could purchase the parcel for an undetermined purpose. While the subject parcel would likely continue to be used for industrial purposes, it would not be owned by HDOT Harbors. This would leave HDOT Harbors less equipped to manage the harbor modernization efforts at Piers 31-33.

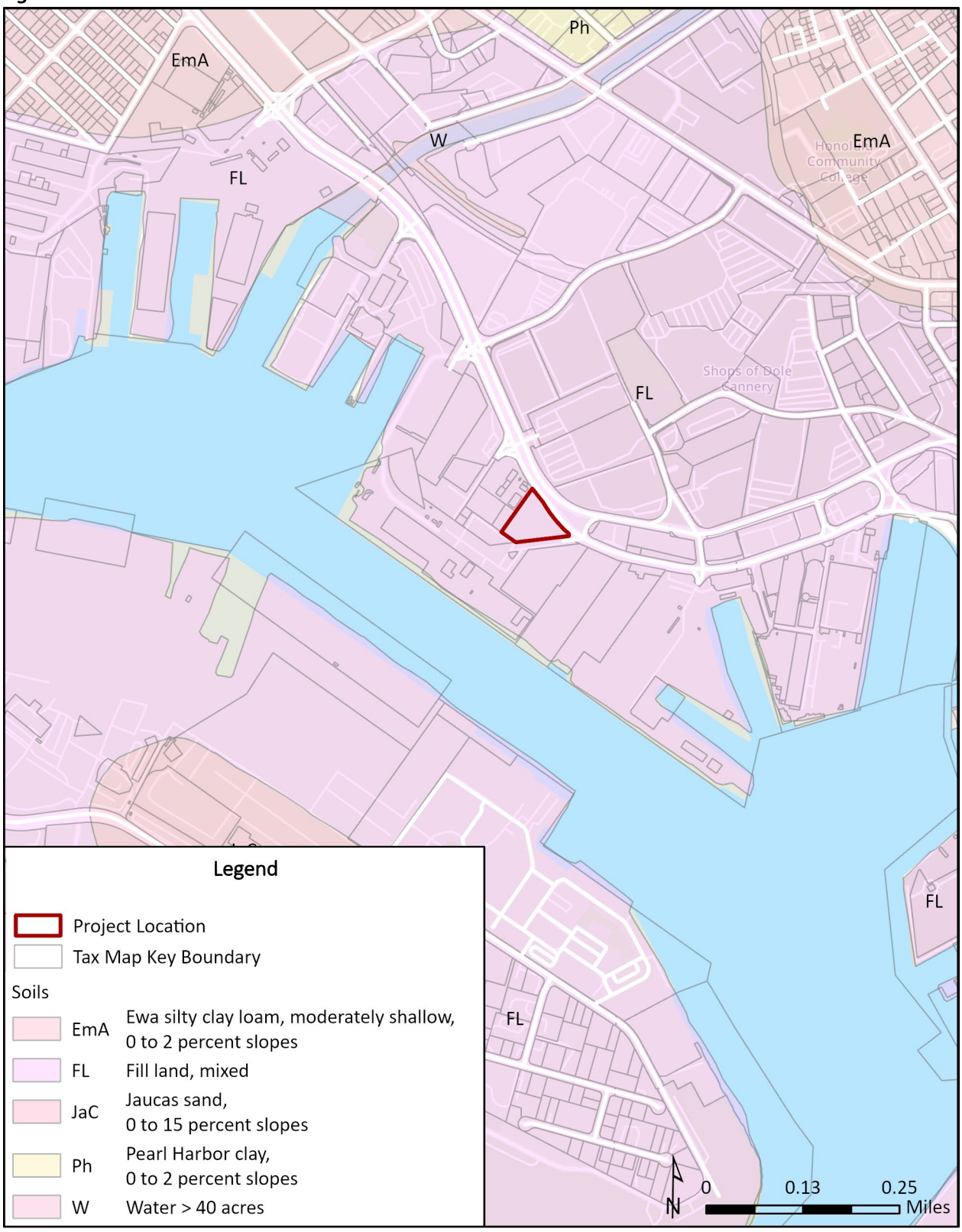
### 3.3.3 Avoidance and Minimization Measures

No impacts to the existing geology, topography, or soils are anticipated as a result of the Proposed Action. Therefore, no avoidance and minimization measures for impacts to geology, topography, or soils are required.

***Figure 8. Geologic Units***


*Source: Geological Units for the State of Hawai‘i, USGS (2007)*

***Figure 9. Soils***




*Source: U.S. Department of Agriculture, Natural Resources Conservation Service (2016)*

# 3.4 Air Quality

## 3.4.1 Affected Environment

The Clean Air Act of 1972 and its 1990 Amendments (CAA) and subsequent legislation regulate air emissions from area, stationary, and mobile sources. Both the U.S. Environmental Protection Agency (USEPA) and the State of Hawai'i have instituted Ambient Air Quality Standards (AAQS) to maintain air quality in the interest of public health and secondary public welfare.

At the present time, seven parameters are regulated: particulate matter, sulfur dioxide, hydrogen sulfide, nitrogen dioxide, carbon monoxide, ozone and lead. The Hawai'i AAQS are in some cases considerably more stringent than the comparable National Ambient Air Quality Standards (NAAQS). In particular, the Hawai'i 1-hour AAQS for carbon monoxide is four times more stringent than the comparable national limit. **Table 1** illustrates the NAAQS and State AAQS and the units of measure (micrograms per cubic meter [µg/m3] and parts per million [ppm]).

In addition to the NAAQS and the State AAQS, the State of Hawai'i Department of Health (DOH) regulates fugitive dust. HAR Section 11-60.1-33, Fugitive Dust, states that no person shall cause or permit visible fugitive dust to become airborne without taking reasonable precautions, and no person shall cause or permit the discharge of visible fugitive dust beyond the property lot line on which the fugitive dust originates (DOH, 2014). This rule applies to construction projects and would, therefore, be applicable to the Proposed Action.

Prevailing winds throughout the year in Hawai'i are the northeasterly trade winds. These trade winds generally help maintain good air quality conditions. The DOH operates a network of air quality monitoring stations at various locations around the state. The closest DOH air quality monitoring station is located on the east side of Sand Island. Air quality data from the Sand Island monitor consistently trends well below Federal air quality standards.

Locally generated contributors to air pollution in the vicinity of the project site include vehicle exhaust, chemical fumes from construction and maintenance activities, and fugitive dust from various sources.

## 3.4.2 Potential Impacts

Based on the significance criteria set forth in HAR Chapter 11-200.1, the Proposed Action would result in a significant impact to air quality if it would result in a substantial degradation of environmental quality, have a substantial adverse effect on air quality, or require substantial energy consumption or emit substantial greenhouse gases. Therefore, the impact of the Proposed Action on air quality would be considered significant if it would result in emissions of air pollutants that could substantially impair the existing air quality through generation of substantial pollutant concentrations, lead to the area becoming a nonattainment area for State AAQS and NAAQS, or substantially emit greenhouse gases.

Proposed Action

The Proposed Action would not impact air quality in the surrounding area.

No-Action Alternative

Under the No-Action Alternative, acquisition of the subject parcel would not take place by HDOT Harbors; there would not be an impact to air quality in the surrounding area.

## 3.4.3 Avoidance and Minimization Measures

No impacts to air quality are anticipated as a result of the Proposed Action. Therefore, no avoidance and minimization measures for impacts to air quality are required.

***Table 1. State of Hawai'i and National Ambient Air Quality Standards***

| Pollutant | Units | Averaging Time | Maximum Allowable Concentration | | |
|---|---|---|---|---|---|
| | | | National Primary | National Secondary | State of Hawai'i |
| Particulate Matter <10 microns ($PM_{10}$) | µg/$m^3$ | Annual<br>24 Hours | -<br>150[a] | -<br>150[a] | 50<br>150[b] |
| Particulate Matter <2.5 microns ($PM_{2.5}$) | µg/$m^3$ | Annual<br>24 Hours | 12[c]<br>35[d] | 15[c]<br>35[d] | -<br>- |
| Sulfur Dioxide ($SO_2$) | ppm | Annual<br>24 Hours<br>3 Hours<br>1 Hour | -<br>-<br>-<br>0.075[e] | -<br>-<br>0.5[b]<br>- | 0.03<br>0.14[b]<br>0.5[b]<br>- |
| Nitrogen Dioxide ($NO_2$) | ppm | Annual<br>1 Hour | 0.053<br>0.100[f] | 0.053<br>- | 0.04<br>- |
| Carbon Monoxide (CO) | ppm | 8 Hours<br>1 Hour | 9[b]<br>35[b] | -<br>- | 4.4[b]<br>9[b] |
| Ozone ($O_3$) | ppm | 8 Hours | 0.070[g] | 0.070[g] | 0.08[g] |
| Lead | µg/$m^3$ | 3 Months<br>Quarter | 0.15[h]<br>1.5[i] | 0.15[h]<br>1.5[i] | -<br>1.5[i] |
| Hydrogen Sulfide | ppb | 1 Hour | - | - | 25[b] |

*Notes:* [a]Not to be exceeded more than once per year on average over three years.
[b]Not to be exceeded more than once per year.
[c]Three-year average of the weighted annual arithmetic mean.
[d]98th percentile value averaged over three years.
[e]Three-year average of fourth-highest daily 1-hour maximum.
[f]98th percentile value of the daily 1-hour maximum averaged over three years.
[g]Three-year average of annual fourth-highest daily 8-hour maximum.
[h]Rolling 3-month average.
[i]Quarterly average.
*Source:* DOH, 2015

# 3.5 Water Resources

## 3.5.1 Affected Environment

Groundwater

As shown in **Figure 11**, the subject property is located within the Kalihi aquifer system of the Honolulu sector (Aquifer Code 30103). The aquifer system contains ground water as basal, perched and high level in addition there is a thick effective caprock. All reported ground water use is pumped from the basal zone. The Honolulu aquifer sector has a sustainable yield of 43 million gallons per day (MGD); the Kalihi aquifer has a sustainable yield of 9 million gallons per day (MGD). Withdrawal from the Pāhoa aquifer system is estimated to be 5.5 MGD or 61.1% of the current sustainable yield (State of Hawai'i Commission on Water Resource Management, Water Resource Protection Plan, 2019).

Water service to the Project Site is provided by the Honolulu Board of Water Supply (BWS).

Surface Waters and Wetlands

The nearby Kapālama basin is approximately 600' to the south side of the subject parcel. This body of water is classified by the National Wetland Inventory as an Estuarine and Marine Deepwater Habitat.

## 3.5.2 Potential Impacts

Proposed Action

The Proposed Action would not impact water resources in the surrounding area.

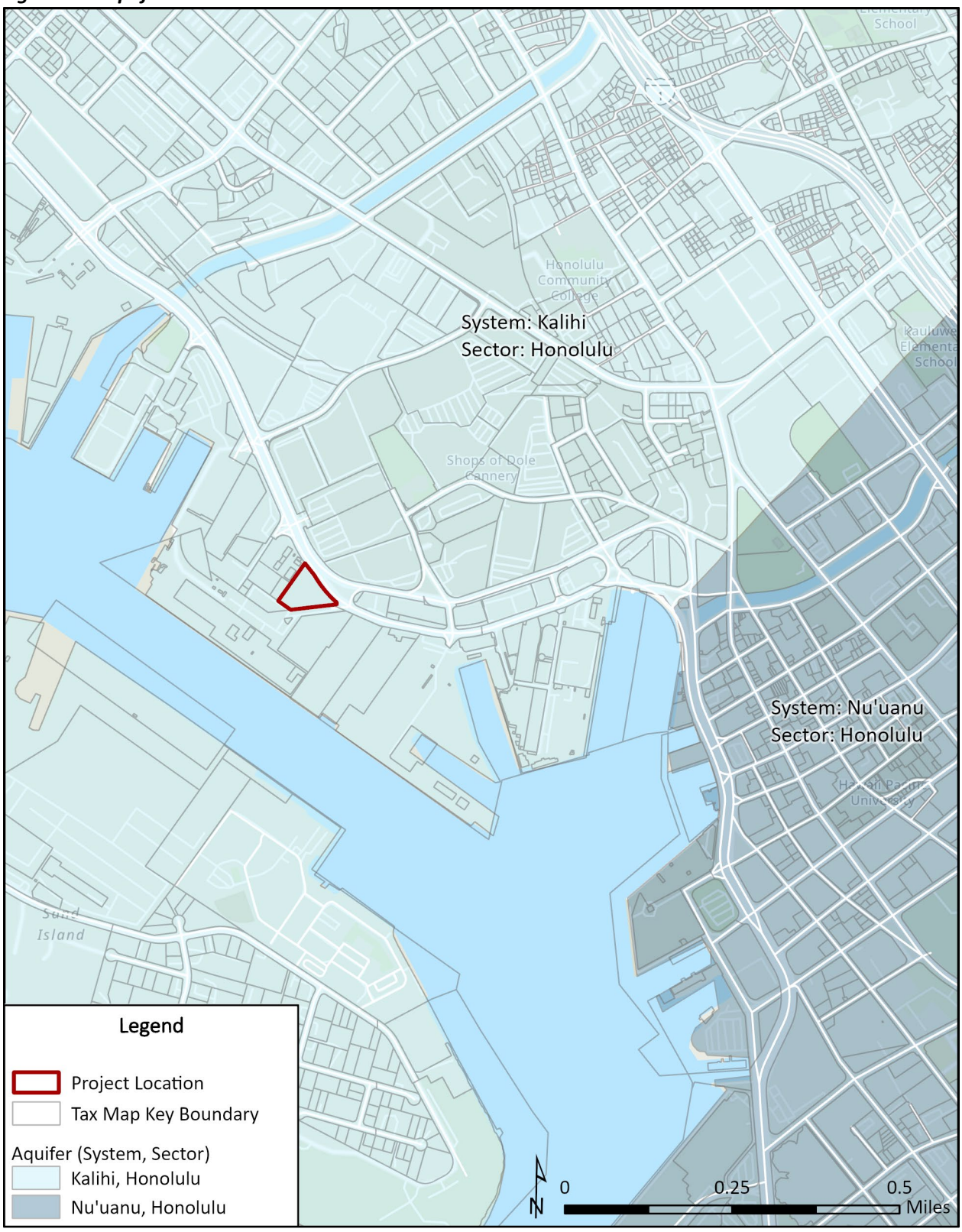
No-Action Alternative

Under the No-Action Alternative, acquisition of the subject parcel would not take place by HDOT Harbors; there would not be an impact to water quality in the surrounding area.

## 3.5.3 Avoidance and Minimization Measures

No impacts to water resources are anticipated as a result of the Proposed Action. Therefore, no avoidance and minimization measures for impacts to water resources are required.

***Figure 10. Aquifers***




*Source: Department of Land and Natural Resources (DLNR), Commission on Water Resource Management (2022).*

# 3.6 Archaeological and Historic Resources

## 3.6.1 Affected Environment

Archaeological Literature Review

An Archaeological Literature Review was conducted by Cultural Surveys Hawai‘i (CSH) in 2021 for the Honolulu Harbor 2050 Master Plan Update that inventoried previous archaeological studies in the area, State Inventory of Historic Properties and Land Commission Award locations throughout the harbor. To date there have been 62 Archeological studies conducted within the Honolulu harbor from Daniel K. Inouye International Airport on the west to Diamond Head on the east, see **Figure 12**.

These studies have identified a range of historical features, from pre-Contact traditional structures to post-Contact developments. Although much of the harbor consists of imported fill land, natural deposits and historic features may still be present. Archaeological findings at the Honolulu Harbor have included remnants of fishponds, railroad tracks, historic drainage systems, culverts, and a human burial.

The subject parcel for the Proposed Action is located inland of Pier 31. The area is mostly paved with some buildings and structures. No historic properties have been identified at the project site or surrounding areas.

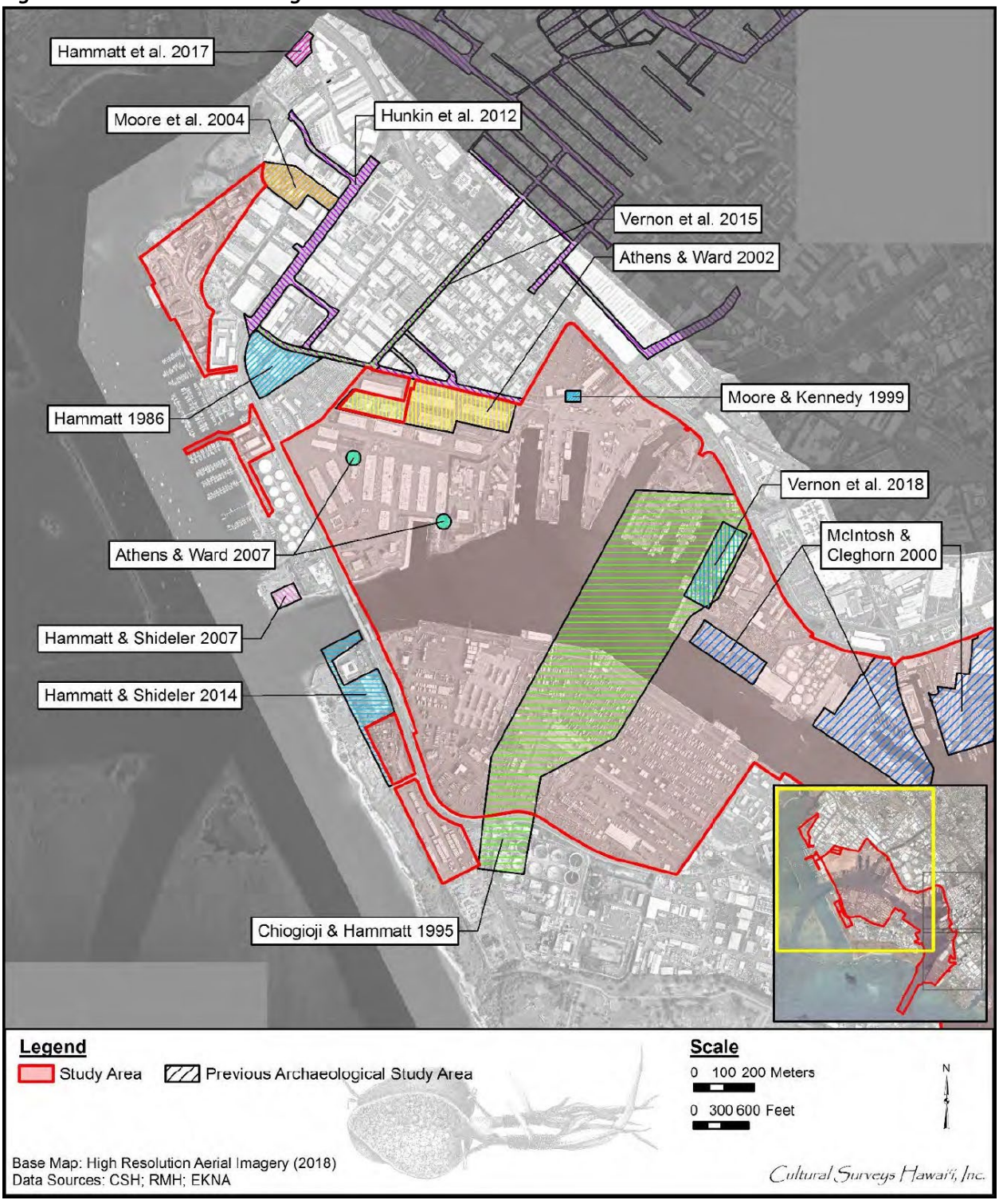
At Piers 31 to 34, large paved and gravel lots are used for staging vehicles to be shipped. Historical maps have indicated railroad alignments to exist through the area, and while no visible remnants of the historic railroad have been found during inspections, cracks in the asphalt suggest that the tracks may still exist beneath the surface.

The project site is located inland of Pier 31. The mauka/northeast portion of Pier 31 contains two other properties operated by Sea Engineering, Inc. and A‘ala Ship Service. The properties are entirely paved and covered with various buildings and structures, with a small amount of unmaintained grassy area at the east edge of the Sea Engineering property. While the project site itself was not surveyed for the Archaeological Literature Review, no historic properties were identified in the surrounding harbor spaces.

At Pier 32, the properties include JFC International, Inc., Honolulu Freight Services, and Island Energy Services. A remnant concrete structure was observed at the Honolulu Freight Services property, measuring approximately 9 meters long, 4 meters wide, and 1 meter tall. Additionally, a cut-basalt and mortar wall was found along a drainage ditch in the JFC International, Inc. property.

- **Chinogioji and Hammatt 1995:** A 1995 archaeological assessment, which found no significant discoveries, studied four alternative alignments for replacing a wastewater pump station force main in a large portion of Honolulu Harbor. The area extended from the Hart Street pump station, between Piers 33 and 38, across the Kapālama Channel to Piers 51 and 52 on Sand Island, ending at the Sand Island wastewater treatment plant. The study revealed that the area was historically open water or tidal reef, which was filled or dredged primarily during the 1920s and 1930s as part of the harbor and Sand Island expansion. The assessment concluded that the reclaimed land, composed of dredged fill, was unlikely to contain any historic properties.

***Figure 11. Previous Archaeological Studies around Honolulu Harbor***




*Source: Cultural Survey's Hawai'i, Archaeological Literature Review for the Honolulu Harbor 2050 Master Plan*

- **McIntosh and Cleghorn 2000**: In 2000, McIntosh and Cleghorn conducted an archaeological study as part of the Oahu Commercial Harbors 2020 Master Plan. The investigation included a literature review and a surface survey of coastal areas within the Historic Downtown and Chinatown District (State Inventory of Historic Places (SIHP) # -09986). The report concluded that no significant cultural or archaeological deposits were present or likely to be found in the area, as it consisted of reclaimed land formed through dredging operations starting in the early 1900s. Although no intact historic properties were identified within the harbor, the study documented ten piers over 50 years old, but due to their poor condition, they were not recommended for listing on the National Register of Historic Places (NRHP).

- **Vernon et al. 2018:** In 2018, Pacific Consulting Services, Inc produced an archaeological monitoring report for improvements at Piers 34–35 to accommodate the relocation of the University of Hawai‘i Marine Center. Archaeologists monitored various construction activities, including trenching, grading, and demolition, and documented that the land at Piers 34–35 was gradually filled between 1913 and 1930.

  During the monitoring, three historic properties were identified: a historic box culvert and drain (SIHP # -07675), a historic railroad (SIHP # -07819), and remnants of a former fishpond (SIHP # -07828). Excavations for a fire hydrant revealed an in situ pond layer between 176–190 cm below the surface, confirming the presence of the former loko i‘a (fishpond). Pollen analysis from the site indicated that pre-historic vegetation, including native loulu palm, once grew densely along the coast, while later reclamation efforts increased the growth of ‘aheahea (Hawaiian goosefoot).

- **CSH 3 – structural remnants:** A remnant concrete structure was found in the north corner of the Honolulu Freight Services property, located mauka/northeast of Pier 32. This structure, measuring approximately 80 cm tall, 4 meters wide, and 9 meters long, is made of concrete, wood, and mesh material. It is divided into several compartments, with a decomposing wood frame and mesh screen sitting on top. The structure is in poor condition, with significant wood decay and damaged concrete. The exact function of the observed remnant structure remains unknown.

- **CSH 4 – cut basalt and mortar wall and drainage ditch:** A cut basalt and mortar wall was observed lining a drainage ditch in the JFC International area, located mauka/northeast of Pier 32. While the exact length of the wall could not be determined due to limited access, aerial photographs suggest the ditch extends for approximately 63 meters. The ditch itself is about 3 meters wide, though its maximum depth is currently unknown.

Architectural Reconnaissance Level Survey

An architectural reconnaissance level survey (RLS) was conducted by Fung Associates Inc. in 2019 which assessed buildings around the Honolulu Harbor site including on the subject parcel for the Proposed Action. The RLS was undertaken to identify historic properties in compliance with Hawaii Revised Statutes (HRS) 6E per Hawaii Administrative Rules (HAR) § 13-275-5. The survey focused on identifying which properties around Honolulu Harbor could be eligible for inclusion in the Hawai‘i and National Registers of

Historic Places. It provides baseline data to assess the potential impacts of future redevelopment projects on these historic resources (see **Figure 13**).

- **Piers 31-33:** Piers 31, 32, and 33 were identified as contributing historic properties under Criterion A, which recognizes sites that are associated with significant events or developments in history. In this case, these piers are historically significant due to their role in the development of Honolulu Harbor, a key element in the economic and infrastructural growth of Hawai‘i.

  At Pier 31, the potentially eligible buildings included the Pier 31 Building, Multiple Tenants Building, Aala Ship Service Building, and the Sea Engineering Building. Similarly, at Pier 32, the eligible structures are the Honolulu Freight Service Buildings 1, 2, 3, and 4. Other buildings in the area were evaluated but were determined to be non-contributing due to either a loss of historical integrity or because they were constructed after 1980, which exceeds the relevant historical period for eligibility under Criterion A.

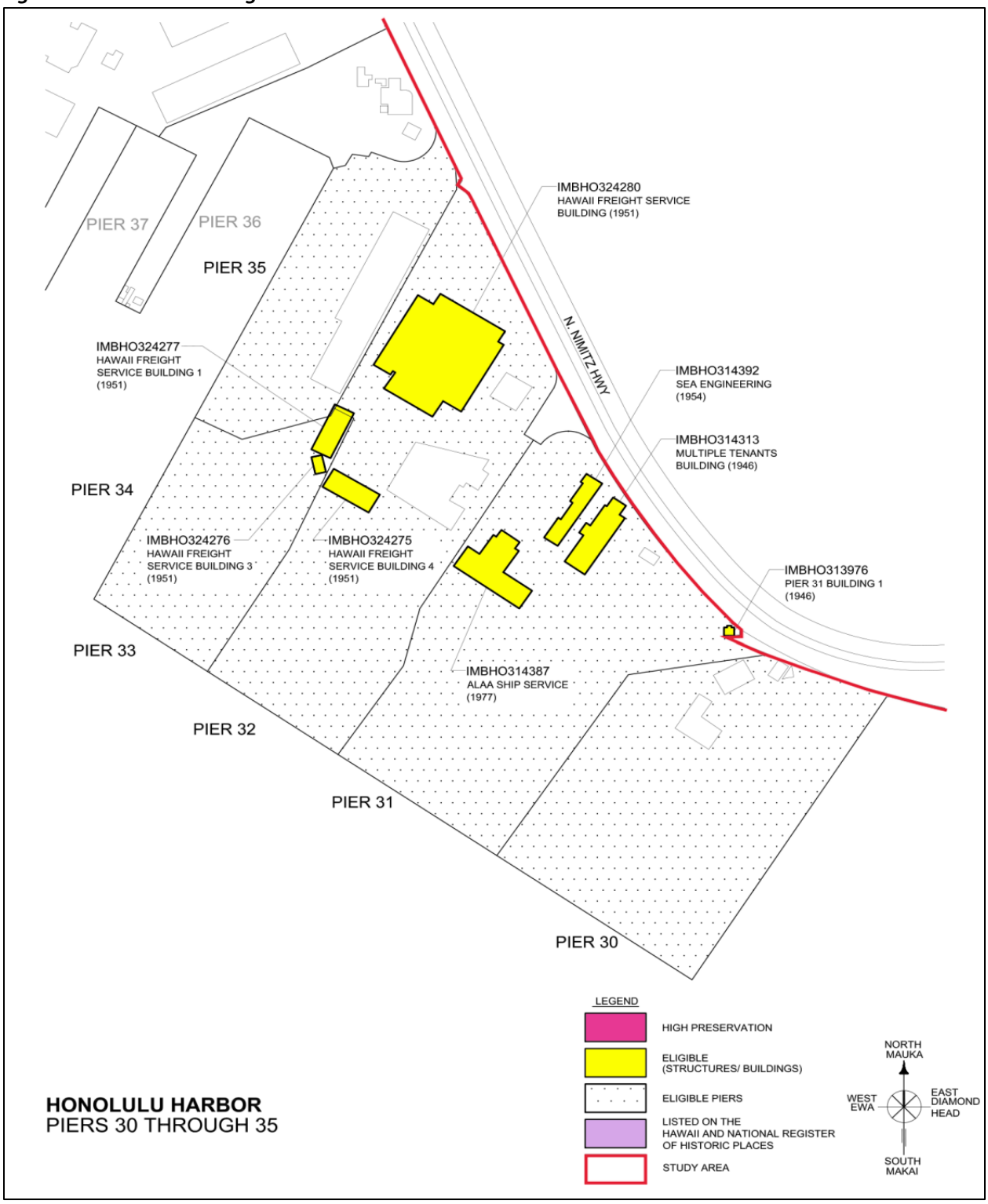
- **Pier 31 building 1:** The Pier 31 Building 1, located on the northeast corner of the subject parcel for the Proposed Action, faces the North Nimitz Highway, and is bordered by a large concrete masonry wall. The building is owned by the HECO and is a one-story, trapezoid-shaped building constructed in 1939 on a concrete slab foundation, with concrete exterior walls and a flat concrete roof. It was originally built as a pump house to support a nearby HECO fuel oil tank and it played a key role in delivering fuel oil to O‘ahu power plants during pre- and post-war periods. While the tank is no longer present, the pump house and a 1941 retaining wall remain intact.

  Overall, the building is in good condition and retains its historical integrity in terms of design, materials, and setting. It qualifies under Criterion A for its association with the development of Honolulu Harbor, particularly its role in meeting the increased electrical demand and fuel supply during World War II and the post-war era. Additionally, the building is a contributing structure to the post-war modernization of the harbor, where Matson Navigation Company relocated its freight handling to nearby piers.

  The building also meets Criterion C as a representative example of pre-war construction in Hawai‘i, featuring economical materials like concrete and concrete masonry unit block. It includes Art Deco design elements, such as linear notches on the corners, enhancing its architectural significance.

  Overall, Pier 31 Building 1 is eligible for listing on the Hawaii State Register of Historic Places, contributing to the historic significance of Pier 31 and the larger Honolulu Harbor area. The Proposed Action does not include any modifications and is not expected to impact this building.

***Figure 12. Historic Buildings on Piers 30-35***




*Source: Fung Associates Inc. (2019) RLS for the Honolulu Harbor 2050 Master Plan*

### 3.6.2 Potential Impacts

Proposed Action

The Proposed Action would not result in impacts to archaeological or historic resources.

No-Action Alternative

Under the No-Action alternative, the subject property would not be purchased by the HDOT Harbors. There would not be any impacts to archaeological or historic resources.

### 3.6.3 Avoidance and Minimization Measures

No impacts related to archaeological and historic resources are anticipated as a result of the Proposed Action. Therefore, no avoidance and minimization measures for impacts related to archaeological and historic resources are required.

## 3.7 Natural Hazards

The island of O'ahu is susceptible to potential natural hazards, including flooding, earthquakes, hurricanes and tropical storms, and tsunamis. The Hawai'i Emergency Management Agency operates a system of civil defense sirens throughout the state to alert the public of emergencies and natural hazards, especially tsunamis and hurricanes.

Floods

The Federal Emergency Management Agency (FEMA) creates Flood Insurance Rate Maps (FIRM) that delineate flood hazard areas. The FEMA FIRM flood zone designations include the following:

- A – Areas of 100-year flood, base flood elevations not determined
- AE – Areas of 100-year flood, base flood elevation determined
- XS – Areas of 500-year flood; areas of 100-year flood with average depths of less than one foot or within the drainage area less that one square mile, and areas protected by levees from 100-year flood
- X – Areas determined to be outside the 500-year floodplain
- D – Areas in which flood hazard is undetermined
- VE – Areas of 100-year coastal flood with velocity (wave action), base flood elevations determined (Coastal High Hazard District)

As shown in **Figure 14**, the subject parcel is located entirely within Flood Hazard Zone X. Zone X delineates and area of low flood hazard, or areas determined to be outside the 500-year floodplain.

Tsunami

A tsunami involves the generation of a series of destructive ocean waves that can affect all shorelines. These waves can occur at any time with limited or no warning and are most commonly generated by earthquakes in marine and coastal regions (National Oceanic and Atmospheric Administration (NOAA), 2017).

***Figure 13. Flood Hazard Zones***

From 1868 to 2018, 11 tsunamis that were labeled probable or definite according to the National Oceanic and Atmospheric Administration (NOAA) Tsunami Event Validity categories have made landfall in the state of Hawai'i. The most recent tsunamis to impact the Hawaiian islands occurred in 2006 and 2018. The 2006 tsunami was the result of an 8.3 magnitude earthquake near the Kurii Islands and resulted in a 10 cm wave height measured in Kawaihae, Hawai'i Island. In April 2018, a small tsunami struck the Hawaiian Islands as a result of an eruption of Kīlauea volcano's east rift zone. While the eruption event resulted in weeks of earthquakes close to the rift zone, a particular 6.9 magnitude earthquake in May 2018 resulted in a tsunami reaching the Hawaiian Islands in less than an hour. The recorded maximum height was approximately .4 meters with a 1 foot rise in sea level recorded in Kapoho, Hawai'i Island (Global Historical Tsunami Database, 2023).

As shown in **Figure 15**, Honolulu Harbor is located within the Tsunami Evacuation Zone. In the event of an extreme tsunami, most piers could be inundated, pier decks could be uplifted, and shipping containers and equipment could be damaged by debris. A simulation of the Great Aleutian Tsunami (2015) projected that all piers in Honolulu Harbor would experience flood depths of 3 to 10 feet, which could displace shipping containers, damage gantry cranes and equipment, and disrupt older pier yards. Inundation would likely affect access to Sand Island by impacting transit over the Sand Island Bridge and cause shipping containers and contaminants to sink, creating navigational hazards. Additionally, the tsunami could damage nearby critical infrastructure, including the Sand Island Sewage Treatment Plant. Other models predict that a significant tsunami event could result in severe to complete damage to pier functionality.

### Earthquakes

Strong earthquakes endanger people and property by shaking structures and by causing ground cracks, ground settling, and landslides. The size of an earthquake is commonly expressed by its magnitude on the Richter scale, which is a measure of the relative size of the earthquake wave recorded on seismographs. Thousands of earthquakes occur every year in Hawai'i, most on and around the island of Hawai'i. Many of these earthquakes are directly related to volcanic activity.

The National Earthquake Hazard Reduction Program (NEHRP) defined five soil types based on their shear-wave velocity. One contributor to shaking amplification is the velocity at which the rock or soils transmits shear waves. The potential intensity of shaking is measured using a Modified Mercalli Intensity (MMI) scale. The soil classifications range from "A" to "E" with "A" equating to hard rock and E representing soft soils. The softer a soil is the more that it would amplify ground shaking and increase building damage and losses.

***Figure 14. Tsunami Evacuation Zone Map***

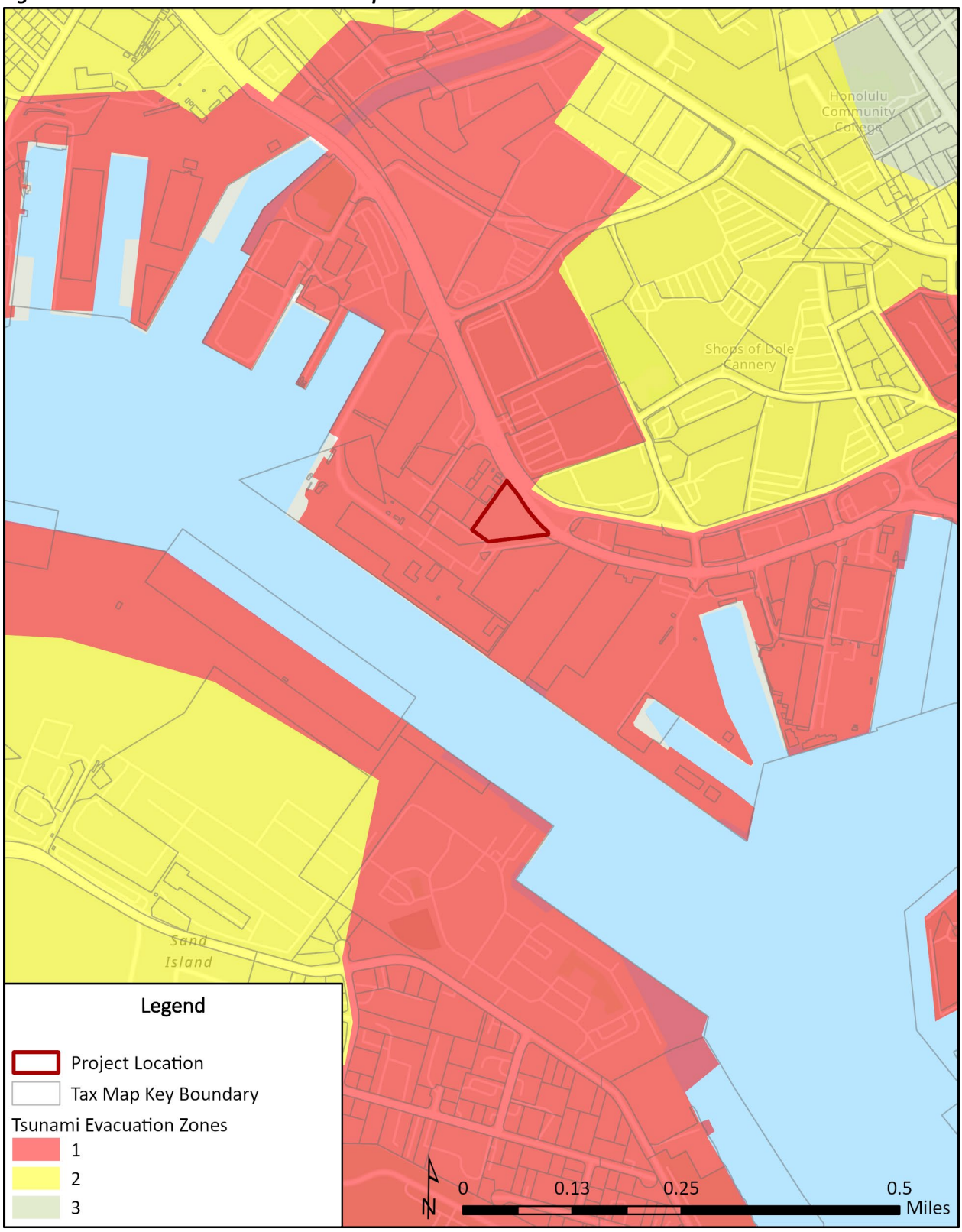


***Table 2. NEHRP Soil Classifications***

| Soil Classification | Description |
|---|---|
| **A** | Hard Rock |
| **B** | Rock |
| **C** | Very dense soil and soft rock |
| **D** | Stiff soils |
| **E** | Soft soils |

*Source: FEMA 2015, accessed via the 2018 State of Hawai'i Multi-Hazard Mitigation Plan*

Hurricanes and Tropical Storms

The Hawaiian Islands are seasonally affected by Pacific hurricanes from June through November. On average, there are between four and five tropical cyclones observed in the Central Pacific every year. The state has been affected by significant hurricanes and tropical storms over the years. These include Hiki (1950), Nina (1957), Dot (1959), Iwa (1982), 'Iniki (1992), Iselle (2014), Lane (2018), and Olivia (2018).

According to a report presented at the International Union of Conservation of Nature World Conservation Congress, global climate change could mean that Hawai'i may experience more frequent and more severe hurricanes in the future.

### 3.7.1 Affected Environment

Proposed Action

The Proposed Action would not create conditions that would exacerbate natural hazards.

No-Action Alternative

Under the No-Action alternative, the subject property would not be purchased by HDOT Harbors. There would not be any direct impacts that would exacerbate natural hazards. HDOT Harbors would have less harbor space at Piers 31-34 to support future modernization improvements to the harbor elevation to adapt to sea level rise and related coastal hazards.

### 3.7.2 Avoidance and Minimization Measures

No impacts related to natural hazards are anticipated as a result of the Proposed Action. Therefore, no avoidance and minimization measures for impacts related to natural hazards are required.

## 3.8 Public Facilities and Services

### 3.8.1 Affected Environment

Utilities

Water service to the subject parcel is provided by the Honolulu Board of Water Supply (BWS).

The subject parcel is serviced by the Honouliuli Wastewater Treatment Plant.

HECO is the sole electric utility on the island and provides electricity service to the Honolulu Harbor and the subject parcel.

### Police

The Honolulu Police Department (HPD) is the primary law enforcement agency for the island. The department provides 24-hour service in all districts. The subject parcel is located in District 5, Beat 568, encompassing the Kalihi District Station and China Town Substations.

### Fire

The Honolulu Fire Department (HFD) consists of 1,120 uniformed and 69 civilian personnel totaling 1,189 employees. It is organized into four divisions: fire operations, administrative services, support services, and planning and development. The fire operations division is responsible for emergency responses, including fires, medical emergencies, mountain and ocean rescues, and homeland security incidents. The division is divided geographically into five battalions.

### Medical Services

There are several hospitals and medical facilities in Honolulu. Kuakini Medical Center located at 347 N Kuakini St is the nearest facility to the subject parcel that offers emergency services. It is approximately 2 miles from the subject parcel.

The locations of nearby police stations, fire stations, and hospital are shown in **Figure 16.**

### Schools

Oahu is comprised of four districts — Honolulu, Windward, Central and Leeward — with nine Complex Areas, each with two or three Complexes. A complex is a high school plus the regional elementary and middle schools that feed into it. The subject parcel is located in the Honolulu district in the Farrington-Kaiser-Kalani complex area, Farrington complex. In the 2022-2023 school year, there were approximately 6,608 students in the Farrington complex (State of Hawai'i Department of Education (DOE), 2023). See the map in **Figure 17**.

### Recreational Facilities

The area surrounding the subject parcel is primarily industrial, with harbor activities and infrastructure limiting public access. As a result, the harbor space does not serve as a recreational access point, and no impacts on public parks are anticipated. The nearest parks, located approximately one mile away, provide green space and recreational opportunities for the community, but they remain well separated from the harbor operations, see **Figure 18**.

***Figure 15. Public Services and Facilities***

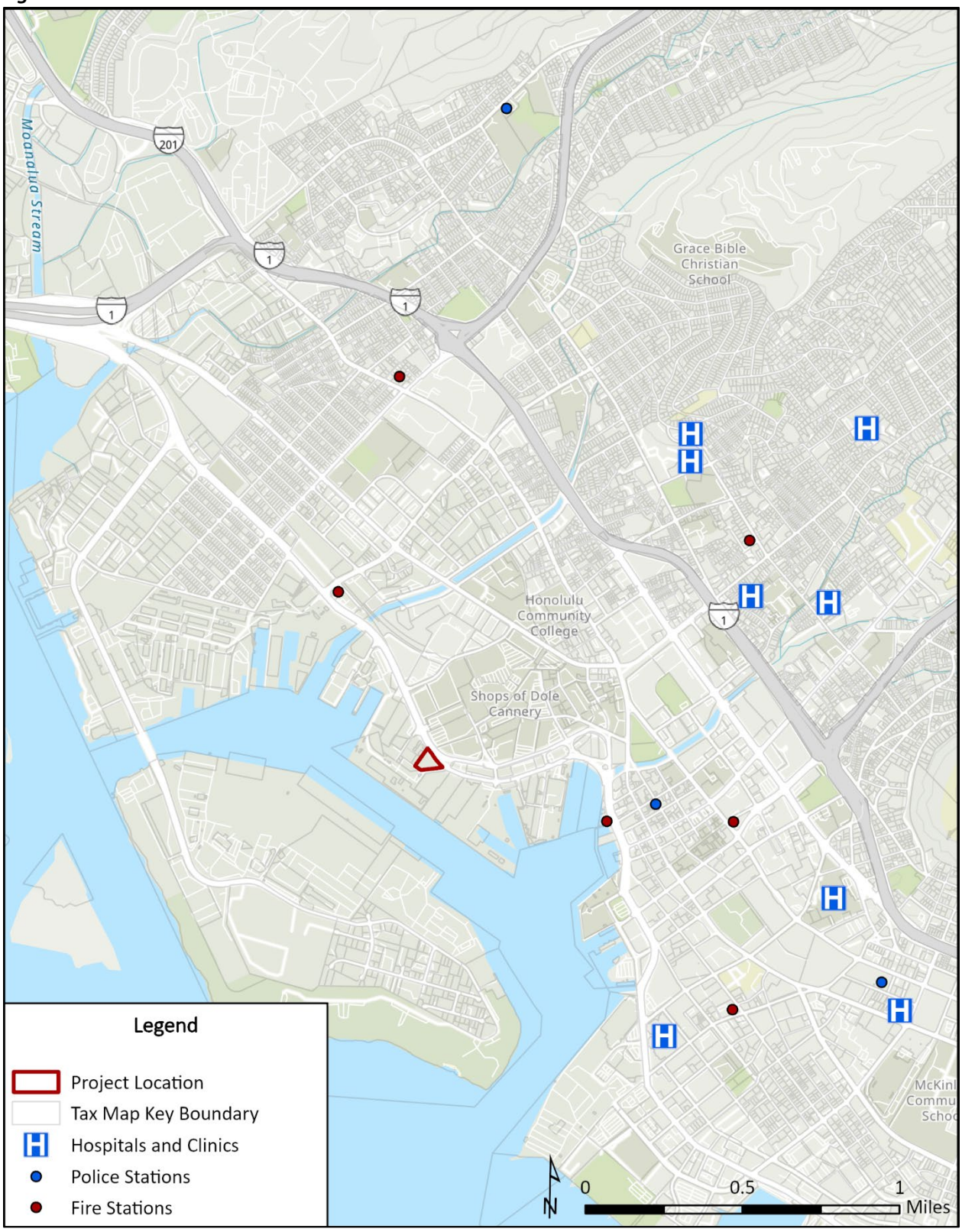


***Figure 16. Schools***

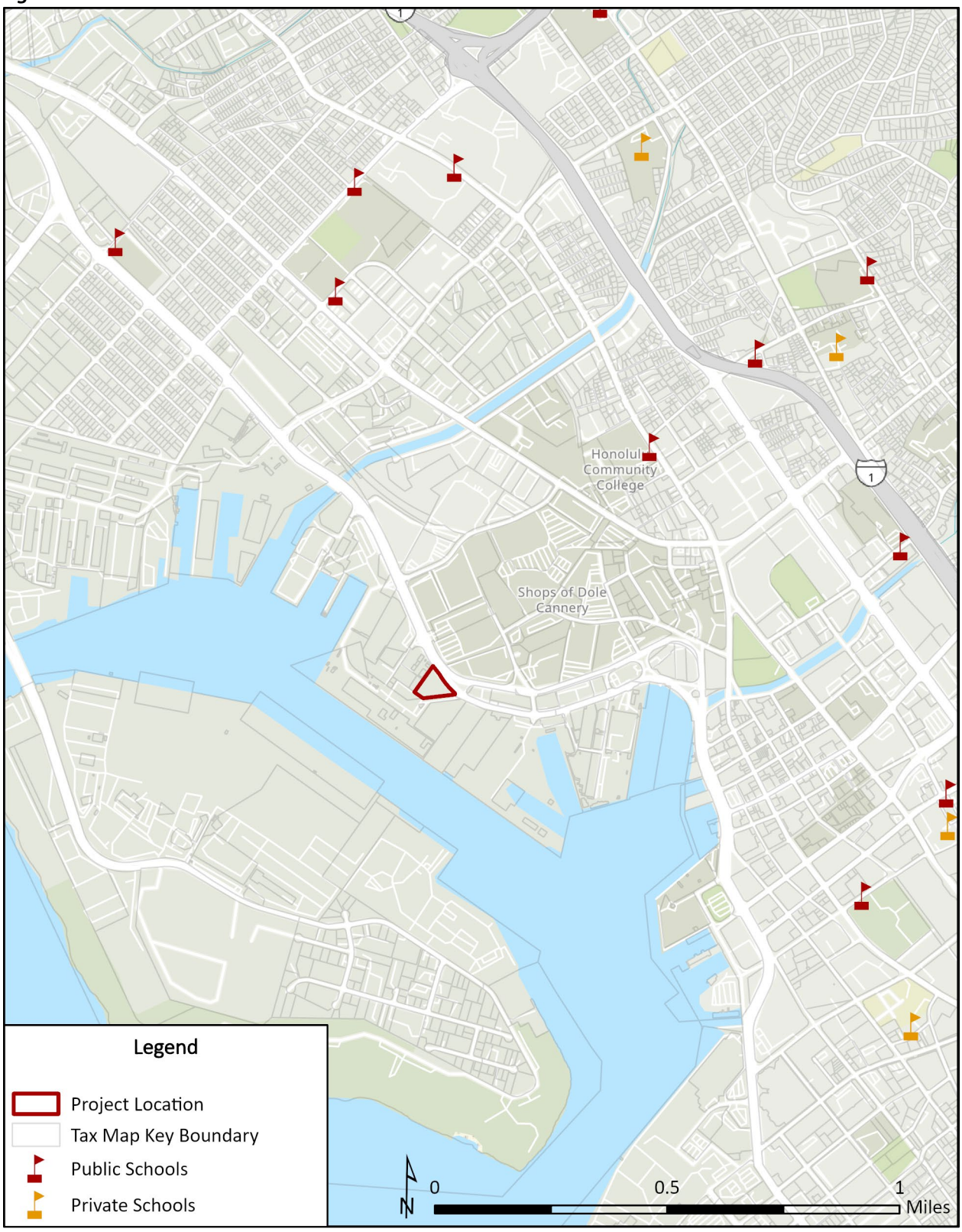
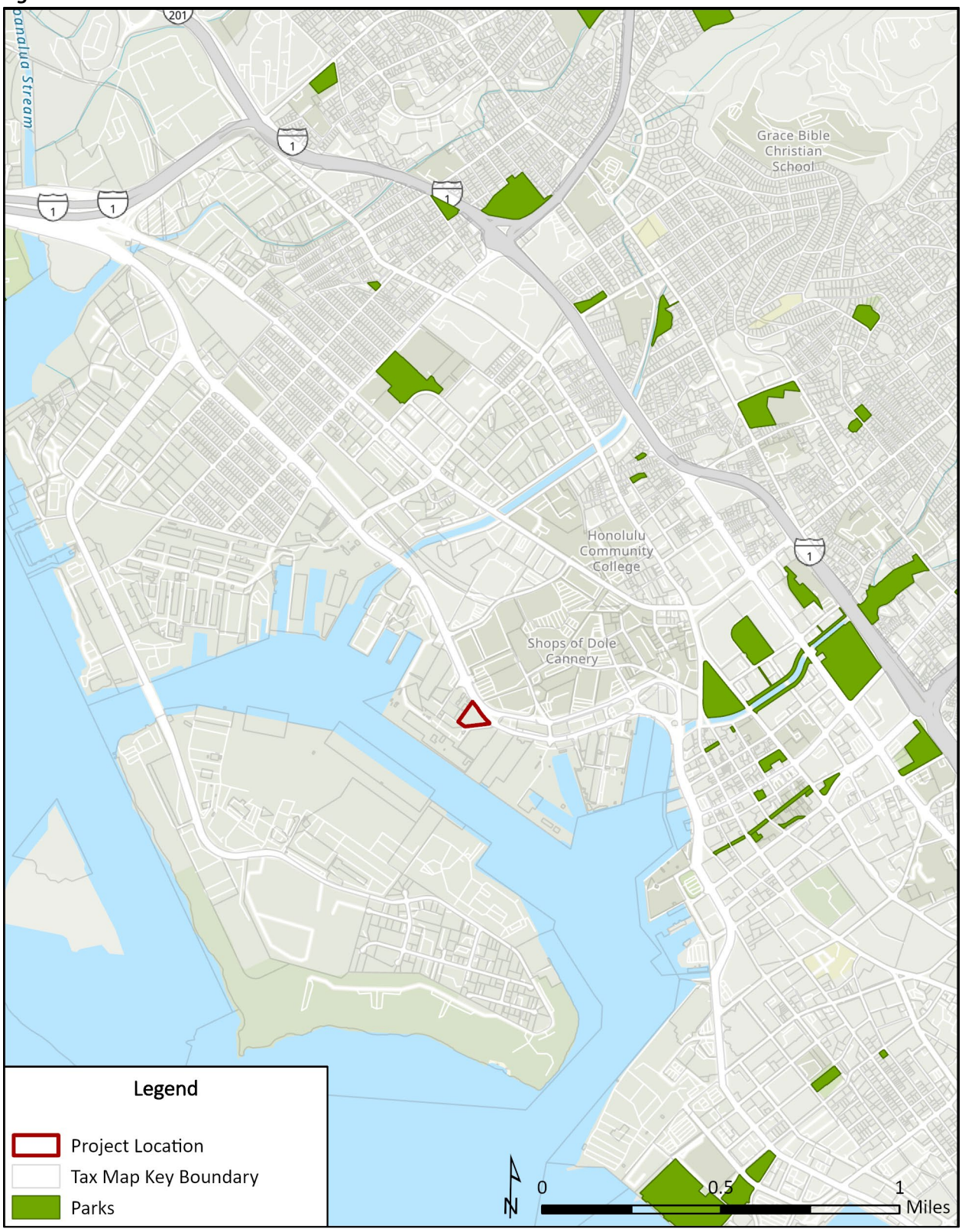


***Figure 17. Parks***



### 3.8.2 Potential Impacts

Proposed Action

The Proposed Action is not expected to result in impacts to public facilities or services.

No-Action Alternative

Under the No-Action Alternative, acquisition of the subject parcel would not take place by HDOT Harbors; there would not be an impact to public services or utilities in the surrounding area.

### 3.8.3 Avoidance and Minimization Measures

No impacts related to public facilities or services are anticipated as a result of the Proposed Action. Therefore, no avoidance and minimization measures for impacts related to public facilities or services are required.

## 3.9 Noise

### 3.9.1 Affected Environment

Noise is defined as "any sound that may produce adverse physiological or psychological effects or interfere with individual or group activities, including but not limited to communication, work, rest, recreation, or sleep" (HAR Title 11, Chapter 46). A number of factors affect sound as it is perceived by the human ear. These include the actual level of the sound (i.e., noise), the frequencies involved, the period of exposure to the noise, and changes or fluctuations in the noise levels (HAR, Title, Chapter 200.1 – Occupational Noise Exposure).

The State of Hawai'i Community Noise Control Rules (HAR Title 11, Chapter 46) defines three classes of zoning districts and specifies corresponding maximum permissible sound levels due to stationary noise sources such as air-conditioning units, exhaust systems, and generators. The accepted unit of measure for noise levels is the decibel (dBA). The Community Noise Control Rules do not address most moving sources, such as vehicular traffic noise, air traffic noise, or rail traffic noise. However, the Community Noise Control Rules do regulate noise related to construction activities, which may not be stationary.

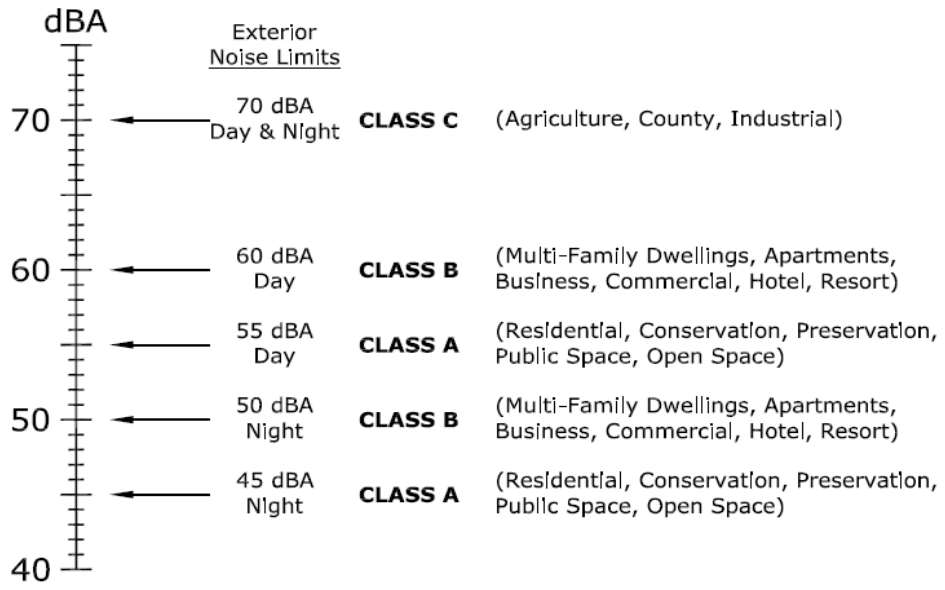
The State of Hawai'i regulates noise exposure in the following statutes and rules:

- HRS Chapter 342F – Noise Pollution
- HAR, Title 11, Chapter 46 – Community Noise Control

The maximum permissible noise levels are enforced by the DOH for any location at or beyond the property line and shall not be exceeded for more than 10% of the time during any 20-minute period. The specified noise limits which apply are a function of the zoning and time of day as shown in **Figure 19.** With respect to mixed zoning districts, the rule specifies that the primary land use designation shall be used to determine the applicable zoning district class and the maximum permissible sound level. In determining the maximum permissible sound level, the background noise level is considered by the DOH.

***Figure 18. Hawai'i Maximum Permissible Sound Levels for Various Zoning Districts***

| Zoning District | Day Hours (7 AM to 10 PM) | Night Hours (10 PM to 7 AM) |
|---|---|---|
| **CLASS A** Residential, Conservation, Preservation, Public Space, Open Space | 55 dBA (Exterior) | 45 dBA (Exterior) |
| **CLASS B** Multi-Family Dwellings, Apartments, Business, Commercial, Hotel, Resort | 60 dBA (Exterior) | 50 dBA (Exterior) |
| **CLASS C** Agriculture, Country, Industrial | 70 dBA (Exterior) | 70 dBA (Exterior) |




## 3.9.2 Potential Impacts

Based on the significance criteria set forth in HAR Chapter 11-200.1, the Proposed Action would result in a significant noise impact if it has a substantial adverse effect on ambient noise levels. Therefore, a significant noise impact would occur if the Proposed Action would result in increased ambient noise levels to the extent that noise-sensitive receptors would be exposed to noise exceeding regulatory levels.

Proposed Action

The Proposed Action is not expected to result in noise impacts. Following the parcel acquisition, it is expected that HECO would continue to use the property as a tenant. HDOT Harbors will obtain the necessary environmental permits for the parcel when specific plans for improvements for Piers 31-33 have been developed.

No-Action Alternative

Under the No-Action Alternative, acquisition of the subject parcel would not take place by HDOT Harbors; there would not be an impact to noise in the surrounding area.

### 3.9.3 Avoidance and Minimization Measures

No impacts related to noise are anticipated as a result of the Proposed Action. Therefore, no avoidance and minimization measures for impacts related to noise are required.

## 3.10 Socioeconomics

### 3.10.1 Affected Environment

The Proposed Action is located within the Honolulu District of the island of O'ahu. As of the 2020 Decennial Census, the Honolulu Census County Division (CCD) consists of 116 census tracts. The Honolulu District accounts for the largest share of the most populous Hawaiian island. In 2020 the Honolulu CCD had 405,295 residents, which made up approximately 40% of the total population of the City and County of Honolulu.

***Table 3. Population Numbers***

| Census County Division | 2000 | 2010 | Percent Change 2000-2010 | 2020 | Percent Change 2010-2020 |
|---|---|---|---|---|---|
| **Honolulu CCD** | **372,261** | **390,738** | **4.96%** | **405,295** | **3.73%** |
| Ewa CCD | 272,277 | 360,841 | 18.67% | 360,841 | 11.67% |
| Ko'olauloa CCD | 18,899 | 21,406 | 13.27% | 21,899 | 2.30% |
| Ko'olaupoko CCD | 117,999 | 115,164 | -2.40% | 121,275 | 5.31% |
| Wahiawa CCD | 38,370 | 41,216 | 7.42% | 41,667 | 1.09% |
| Waialua CCD | 14,027 | 13,046 | -6.99% | 13,566 | 3.99% |
| Waianae CCD | 42,323 | 48,519 | 14.64% | 51,965 | 7.10% |
| **City and County of Honolulu** | **876,156** | **953,207** | **8.79%** | **1,016,508** | **6.64%** |
| **Hawai'i State** | **1,211,537** | **1,360,301** | **12.28%** | **1,455,271** | **6.98%** |

*Source: US Census American Community Survey 5-year Estimates (2000, 2010, 2020)*

Socioeconomic data indicates that the Honolulu district experiences moderate relative poverty levels as compared to other City and County of Honolulu districts and across the State. According to the 2021 American Community Survey (ACS), the Honolulu CCD had the 2nd highest percentage of households under the federal poverty line in the City and County of Honolulu. The percentage of households in poverty within the Honolulu district is slightly below the percentage for the entire state of Hawai'i.

***Table 4. Household Poverty***

| Census County Division | *% Households Below Poverty Line* | *Median Household Income* |
|---|---|---|
| **Honolulu CCD** | **9.9** | **$82,081** |
| Ewa CCD | 6 | $105,792 |
| Ko'olauloa CCD | - | $91,000 |
| Ko'olaupoko CCD | 2.6 | $118,370 |
| Wahiawa CCD | - | $72,877 |
| Waialua CCD | - | $75,269 |
| Waianae CCD | 19.9 | $74,914 |
| **City and County of Honolulu** | **10.2** | **$90,704** |
| **Hawai'i State** | **9.5** | **$88,005** |

*Source: ACS 2021 5-year estimates, 2021 inflation-adjusted dollars*

### 3.10.2 Potential Impacts

Based on the significance criteria set forth in HAR Chapter 11-200.1, the Proposed Action would result in a significant impact to socioeconomics if it has a substantial adverse effect on the economic or social welfare of the community or State. Therefore, a significant socioeconomic impact would occur if the Proposed Action adversely affected the revenue, employment, or overall economic conditions of the island community or the state as a whole.

Proposed Action

The Proposed Action is not expected to result in socioeconomic impacts.

No-Action Alternative

Under the No-Action Alternative, acquisition of the subject parcel would not take place by HDOT Harbors; this would not result in socioeconomic impacts.

### 3.10.3Avoidance and Minimization Measures

No socioeconomic impacts are anticipated as a result of the Proposed Action. Therefore, no avoidance and minimization measures for socioeconomic impacts are required.

## 3.11 Secondary and Cumulative Impacts

Secondary impacts are those effects that are caused by an action and are later in time or farther removed in distance but are reasonably foreseeable. They may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related to effects on air and water or other natural systems.

Cumulative impacts refer to the impact on the environment that results from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant impacts taking place over time.

The Proposed Action involves acquiring the subject property adjacent to the harbor, with the immediate plan to lease the property back to the current owner as a tenant. As a part of the negotiations for the sale of the property, HECO has indicated that it may enter into a lease to remain at the parcel and HDOT is open to the issuance of a lease back to HECO.

Any future modernization activities for Piers 31-33 will be subject to a separate environmental review process to thoroughly assess potential impacts of those improvements. The purpose of this EA is solely to facilitate the acquisition of the parcel by HDOT Harbors. As specific plans for this parcel have not yet been determined, it is not possible to assess future impacts at this stage.

It is anticipated that there will be no immediate changes to the tenancy or operations on the subject property following the acquisition. Consequently, the existing industrial land use of the property is expected to remain unchanged. Secondary and cumulative impacts, along with other potential impacts, will be evaluated in detail during a future environmental review process when plans for development of this parcel are developed.

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# 4.0 Relationship to Land Use Plans and Policies

## 4.1 State of Hawai'i Planning Documents

### 4.1.1 The Hawai'i State Plan

The Hawai'i State Plan, codified as HRS Chapter 226, provides goals, objectives, policies, and priorities for the State. The Hawai'i State Plan also provides a basis for determining priorities, allocating limited resource, and improving coordination of State and County plans, policies, programs, projects, and regulatory activities. It establishes a set of themes, goals, objectives, and policies that are meant to guide the State's long-range growth and development activities. Applicable sections of HRS Chapter 226 to the Proposed Action are shown in **Table 5** and discussed below.

***Table 5. Summary of Applicability of HRS Chapter 226 to the Proposed Action***

| HRS Chapter 226 Hawai'i State Planning Act | Applicability to Project |
|---|---|
| **Part I. Overall Theme, Goals, Objectives, and Policies** | |
| §226-5 Objective and policies for population | Not applicable |
| §226-6 Objectives and policies for the economy--in general | Not applicable |
| §226-7 Objectives and policies for the economy-- agriculture | Not applicable |
| §226-8 Objective and policies for the economy--visitor industry | Not applicable |
| §226-9 Objective and policies for the economy--federal expenditures | Not applicable |
| §226-10 Objective and policies for the economy--potential growth and innovative activities | Not applicable |
| §226-10.5 Objectives and policies for the economy--information industry | Not applicable |
| §226-11 Objectives and policies for the physical environment--land-based, shoreline, and marine resources | Not applicable |
| §226-12 Objective and policies for the physical environment--scenic, natural beauty, and historic resources | Not applicable |
| **§226-13 Objectives and policies for the physical environment--land, air, and water quality** | **Applicable** |
| **§226-14 Objective and policies for facility systems--in general** | **Applicable** |
| §226-15 Objectives and policies for facility systems--solid and liquid wastes | Not applicable |
| §226-16 Objective and policies for facility systems--water | Not applicable |
| **§226-17 Objectives and policies for facility systems--transportation** | **Applicable** |
| §226-18 Objectives and policies for facility systems--energy | Not applicable |
| §226-18.5 Objectives and policies for facility systems--telecommunications | Not applicable |
| §226-19 Objectives and policies for socio-cultural advancement--housing | Not applicable |
| §226-20 Objectives and policies for socio-cultural advancement--health | Not applicable |
| §226-21 Objective and policies for socio-cultural advancement--education | Not applicable |
| §226-22 Objective and policies for socio-cultural advancement--social services | Not applicable |
| §226-23 Objective and policies for socio-cultural advancement--leisure | Not applicable |
| §226-24 Objective and policies for socio-cultural advancement--individual rights and personal well-being | Not applicable |
| §226-25 Objective and policies for socio-cultural advancement--culture | Not applicable |
| §226-26 Objective and policies for socio-cultural advancement--public safety | Not applicable |
| §226-27 Objective and policies for socio-cultural advancement--government | Not applicable |
| **Part III. Priority Guidelines** | |
| §226-103 Economic priority guidelines | Not applicable |

| HRS Chapter 226 Hawai‘i State Planning Act | Applicability to Project |
|---|---|
| §226-104 Population growth and land resources priority guidelines | Not applicable |
| §226-105 Crime and criminal justice | Not applicable |
| §226-106 Affordable housing | Not applicable |
| §226-107 Quality education | Not applicable |
| §226-108 Sustainability | Not applicable |
| **§226-109 Climate change adaptation priority guidelines** | **Applicable** |

**Section 226-13.** Objectives and policies for the physical environment – land, air, and water quality.

(a) Planning for the State’s physical environment with regard to land, air, and water quality shall be directed towards achievement of the following objectives:
    (1) Maintenance and pursuit of improved quality in Hawai‘i’s land, air, and water resources.
(b) To achieve the land, air, and water quality objectives, it shall be the policy of this State to:
    (2) Promote the proper management of Hawaii's land and water resources.
    (3) Promote effective measures to achieve desired quality in Hawaii's surface, ground, and coastal waters.
    (5) Reduce the threat to life and property from erosion, flooding, tsunamis, hurricanes, earthquakes, volcanic eruptions, and other natural or man-induced hazards and disasters.
    (7) Encourage urban developments in close proximity to existing services and facilities.

Discussion: By consolidating the subject parcel adjacent to the existing piers 31-34, HDOT Harbors can implement comprehensive and coordinated management strategies, including improved infrastructure planning. This would allow for more effective implementation of protective measures against natural disasters, such as pier elevating and hardening to mitigate the projected impacts associated with sea level rise.

**Section 226-14.** Objective and policies for facility systems – in general.

(a) Planning for the State's facility systems in general shall be directed towards achievement of the objective of water, transportation, sustainable development, climate change adaptation, sea level rise adaptation, waste disposal, and energy and telecommunication systems that support statewide social, economic, and physical objectives.
(b) To achieve the general facility systems objective, it shall be the policy of this State to:
    (1) Accommodate the needs of Hawaii's people through coordination of facility systems and capital improvement priorities in consonance with state and county plans.
    (2) Encourage flexibility in the design and development of facility systems to promote prudent use of resources and accommodate changing public demands and priorities.
    (3) Ensure that required facility systems can be supported within resource capacities and at reasonable cost to the user.
    (5) Identify existing and planned state facilities that are vulnerable to sea level rise, flooding impacts, and natural hazards.

(6) Assess a range of options to mitigate the impacts of sea level rise to existing and planned state facilities.

Discussion: The Proposed Action would support the State's harbor transportation systems plans by providing flexibility in the design and development of harbor modernization improvements to ensure efficient use of harbor space and resources. The acquisition would allow for the protection of harbor facilities against sea level rise, flooding, and other natural hazards, therefore ensuring the resilience and sustainability of critical infrastructure for the benefit of the community and economy.

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

(a) Planning for the State’s facility systems with regard to solid and liquid wastes shall be directed towards the achievement of the following objectives:
    (2) A statewide transportation system that is consistent with and will accommodate planned growth objectives throughout the State.
(b) To achieve the transportation objectives, it shall be the policy of this State to:
    (4) Provide for improved accessibility to shipping, docking, and storage facilities;
    (6) Encourage transportation systems that serve to accommodate present and future development needs of communities;
    (8) Increase the capacities of airport and harbor systems and support facilities to effectively accommodate transshipment and storage needs;
    (9) Encourage the development of transportation systems and programs which would assist statewide economic growth and diversification;
    (12) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives;

Discussion: The Proposed Action would support the State's transportation facility objectives by accommodating future growth needs. The acquisition would support statewide economic growth by ensuring efficient harbor operations that support planned growth objectives across the State of Hawai'i.

The following themes of Part I of the Hawai‘i State Plan are not applicable to the Proposed Action for the following reasons:

- **Section 226-5.** Objective and policies for population: The Proposed Action would not result in population growth.
- **Section 226-6.** Objectives and policies for the economy--in general. The Proposed Action would not provide employment opportunities and does not diversify the economic base.
- **Section 226-7.** Objectives and policies for the economy – agriculture. The Proposed Action would have no impacts on agriculture.
- **Section 226-8.** Objectives and policies for the economy – visitor industry. The Proposed Action does not involve the visitor industry.
- **Section 226-9.** Objective and policies for the economy – federal expenditures: The Proposed Action does not include the use of federal funds.

- **Section 226-10.** Objective and policies for the economy – potential growth and innovative activities: The Proposed Action does not provide employment opportunities or innovate the economy.
- **Section 226-10.5.** Objective and policies for the economy – information industry. The Proposed Action does not include nor impact telecommunications or information technology resources.
- **Section 226-11.** Objectives and policies for the physical environment – land-based, shoreline, and marine resources. The Proposed Action does not propose changes to the physical environment, and associated land-based, shoreline, or marine resources.
- **Section 226-12.** Objective and policies for the physical environment – scenic, natural beauty, and historic resources. The Proposed Action does not include actions that would impact or relate to scenic, natural beauty, or historic resources.
- **Section 226-15.** Objectives and policies for facility systems – solid and liquid wastes. The Proposed Action does not involve solid and liquid wastes.
- **Section 226-16.** Objective and policies for facility systems – water. The Proposed Action does not relate to water resource use.
- **Section 226-18.** Objectives and policies for facility systems – energy. The Proposed Action does not involve energy generation.
- **Section 226-18.5.** Objective and policies for facility systems – telecommunications. The Proposed Action does not include new telecommunication facilities.
- **Section 226-19.** Objectives and policies for socio-cultural advancement – housing. The Proposed Action does not include development of housing.
- **Section 226-20.** Objectives and policies for socio-cultural advancement – health. The Proposed Action does not include health facilities or services.
- **Section 226-21**. Objectives and policies for socio-cultural advancement – education. The Proposed Action does not include educational facilities or services.
- **Section 226-22.** Objectives and policies for socio-cultural advancement – social services. The Proposed Action does not include social services or activities.
- **Section 226-23.** Objective and policies for socio-cultural advancement – leisure. The Proposed Action does not relate to leisure activities.
- **Section 226-24.** Objectives and policies for socio-cultural advancement – individual rights and personal well-being. The Proposed Action would have no impact to personal rights and personal well-being.
- **Section 226-25.** Objectives and policies for socio-cultural advancement – culture. The Proposed Action does not include activities that would impede the enhancement of cultural identities, traditions, values, customs, and arts.
- **Section 226-26.** Objectives and policies for socio-cultural advancement – public safety. The Proposed Action does not include public safety programs.
- **Section 226-27.** Objectives and policies for sociocultural advancement – government. The Proposed Action would have no impact on government services.

The themes of Part II of the Hawai‘i State Plan are not applicable to the Proposed Action since the Proposed Action does not involve the preparation of planning documents.

**Section 226-109.** Climate change adaptation priority guidelines.

Priority guidelines to prepare the State to address the impacts of climate change, including impacts to the areas of agriculture; conservation lands; coastal and nearshore marine areas; natural and cultural resources; education; energy; higher education; health; historic preservation; water resources; the built environment, such as housing, recreation, transportation; and the economy shall:

(6) Explore adaptation strategies that moderate harm or exploit beneficial opportunities in response to actual or expected climate change impacts to the natural and built environments;

(10) Encourage planning and management of the natural and built environments that effectively integrate climate change policy.

Discussion: The Proposed Action would help the State adapt to climate change by providing space to support future modernization and climate adaptation measures for piers 31-34. The property acquisition would ensure that tenants, and resources can be moved to provide space for future construction activity while still enabling harbor operations to run efficiently.

The following themes of Part III of the Hawai‘i State Plan are not applicable to the Proposed Action for the following reasons:

- **Section 226-103.** Economic priority guidelines. The Proposed Action would not stimulate economic growth or encourage business expansion and development.
- **Section 226-104.** Population growth and land resources priority guidelines. The Proposed Action would not result in population growth nor any change in land use.
- **Section 226-105.** Crime and criminal justice. The Proposed Action does not involve the criminal justice system.
- **Section 226-106.** Affordable housing. The Proposed Action would not provide housing.
- **Section 226-107.** Quality education. Although the Proposed Action would provide programs for school-aged children, it does not specifically pertain to education and schools.
- **Section 226-108.** Sustainability. The Proposed Action would have no impact on sustainability.

### 4.1.2 State Land Use Law

Hawai‘i was the first of the fifty States to have a State Land Use Law and a State Plan. Today, Hawai‘i remains unique among the fifty states with respect to the extent of control that the state exercises in land use regulation. The State Land Use Law, HRS Chapter 205, was originally adopted by the State Legislature in 1961. This law establishes an overall framework of land use management whereby all lands in the State of Hawai‘i are classified into one of four land use districts: Urban, Agricultural, Conservation, and Rural.

The State Land Use Law is administered by the Land Use Commission. The Commission is “responsible for preserving and protecting Hawai‘i’s lands and encouraging those uses to which lands are best suited.”

Discussion: As shown in **Figure 20,** the Proposed Action is in the Urban State Land Use District. As per HRS Section 205-2(b), “Urban districts shall include activities or uses as provided by ordinances or regulations of the county within which the urban district is situated.” Therefore, the subject property is subject to City and County of Honolulu zoning jurisdiction and is consistent with State Land Use Law.

### 4.1.3 Hawai‘i Coastal Zone Management Program

The National Coastal Zone Management (CZM) Program was created with the passage of the Coastal Zone Management Act of 1972 (CZMA). Hawai‘i’s CZM Program, established pursuant to HRS Chapter 205A, as amended, is administered by the State of Hawai‘i Office of Planning and provides for the beneficial use, protection, and development in the State’s coastal zone. The objectives and policies of the Hawai‘i CZM Program encompass a wide array of concerns including impacts to recreational resources, historic and archaeological resources, coastal scenic resources and open space, coastal ecosystems, coastal hazards, and the management of development. The Hawai‘i CZM area includes all lands within the State and the areas seaward to the extent of the State’s management jurisdiction. Therefore, the Proposed Action is located within the CZM area. The Proposed Action is consistent with the following objectives and policies of the Hawai‘i CZM Program:

**RECREATIONAL RESOURCES**

Objective: Provide coastal recreational opportunities accessible to the public.

Policies:

1) Improve coordination and funding of coastal recreational planning and management.
2) Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:
    a) Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas.
    b) Requiring replacement of coastal resources having significant recreational value including, but not limited to surfing sites, fishponds, and sand beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the State for recreation when replacement is not feasible or desirable.
    c) Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value.
    d) Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation.
    e) Ensuring public recreational uses of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources.
    f) Adopting water quality standards and regulating point and non-point sources of pollution to protect, and where feasible, restore the recreational value of coastal waters.
    g) Developing new shoreline recreational opportunities, where appropriate, such as artificial

lagoons, artificial beaches, and artificial reefs for surfing and fishing.

***h)*** Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, and county authorities; and crediting such dedication against the requirements of Hawai'i Revised Statutes, section 46-6.

Discussion: The Proposed Action would not impact shoreline recreational resources; therefore, policies regarding shoreline recreational resources are not applicable. To protect the recreational value of coastal waters, the State of Hawai'i has adopted water quality standards. Generally, these standards require submittal and adherence to the conditions in a National Pollutant Discharge Elimination System (NPDES) permit. This would not be required as the Proposed Action does not include any construction activity.

**HISTORIC RESOURCES**

Objective: Protect, preserve, and, where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.

Policies:

1) Identify and analyze significant archaeological resources.
2) Maximize information retention through preservation of remains and artifacts or salvage operations.
3) Support state goals for protection, restoration, interpretation, and display of historic resources.

Discussion: Construction of the Proposed Action is not expected to impact archaeological resources. No Precontact sites or features are expected within the project area due to the intensive Historic Period land clearing that is known to have occurred within the project area. No earth movement or construction activities are included in the Proposed Action.

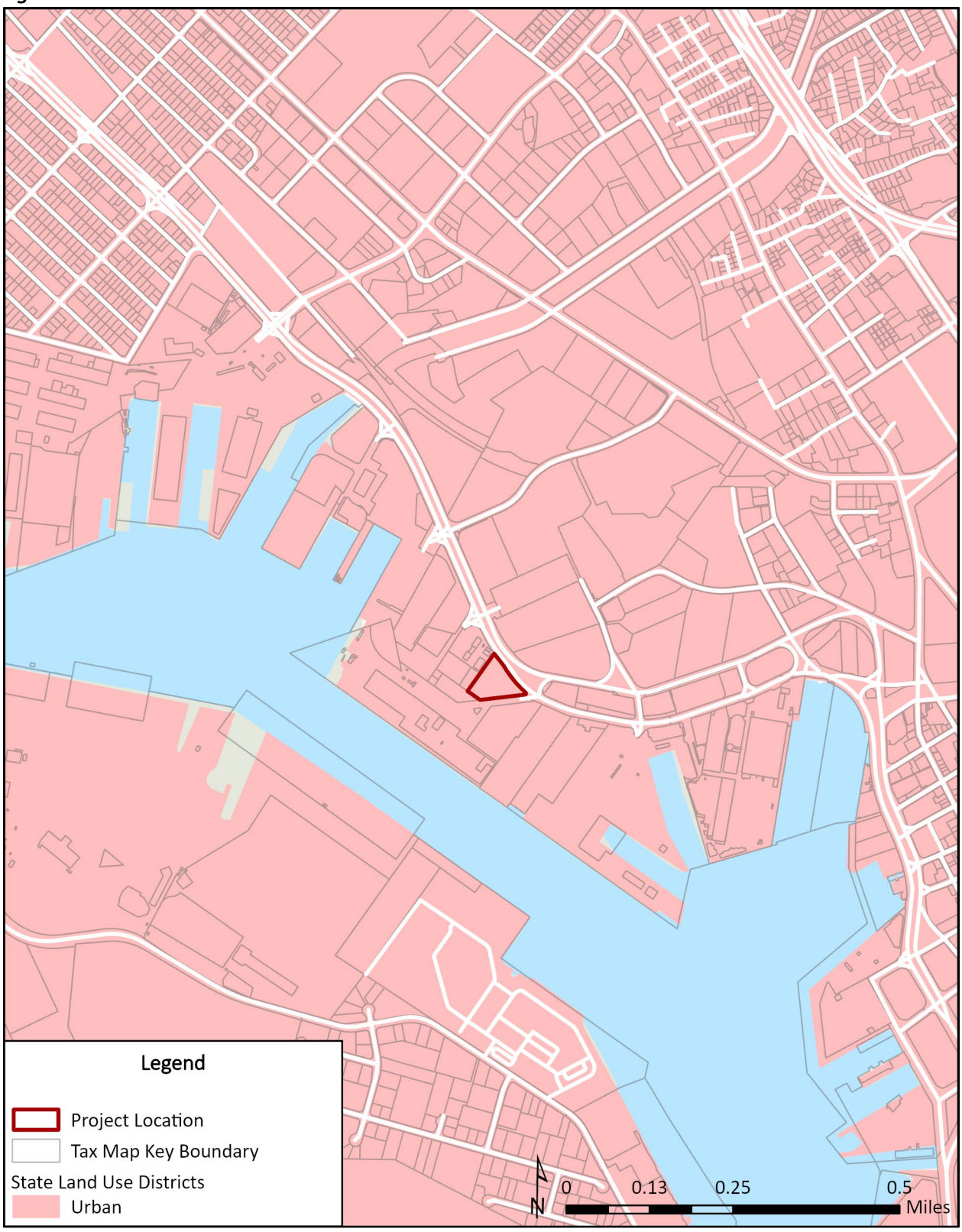
**SCENIC AND OPEN SPACE RESOURCES**

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

Policies:

1) Identify valued scenic resources in the coastal zone management area.
2) Ensure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural landforms and existing public views to and along the shoreline.
3) Preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources.
4) Encourage those developments that are not coastal dependent to locate in inland areas.

***Figure 19. State Land Use Districts***



Discussion: The Proposed Action is not located in an area with "valued scenic resources" and is related to critical harbor infrastructure that cannot be located inland from the shoreline. There are no construction activities included in the Proposed Action and therefore would not conflict the visual environment of the surrounding area.

**COASTAL ECOSYSTEMS**

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

Policies:

1) Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources.
2) Improve the technical basis for natural resource management.
3) Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance.
4) Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land water uses, recognizing competing water needs.
5) Promote water quantity and quality planning and management practices that reflect the tolerance of fresh water and marine ecosystems and maintain and enhance water quality through the development and implementation of point and nonpoint source water pollution control measures.

Discussion: The Proposed Action would not include earth-moving activities, including any work within existing streams or waterways. To protect coastal ecosystems from adverse impacts associated with water quality, the State of Hawai'i has adopted water quality standards. Generally, these standards require submittal and adherence to the conditions in a NPDES permit, which requires compliance with BMPs during construction to minimize soil erosion into adjacent waterways and to maintain water quality during operation. This would not be required as the Proposed Action does not include any construction activity.

ECONOMIC USES

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

Policies:

1) Concentrate coastal development in appropriate areas.
2) Ensure that coastal dependent development such as harbors and ports, and coastal related development such as visitor industry facilities and energy generating facilities, are located, designed, and constructed to minimize adverse social, visual, and environmental impacts in the coastal zone management area.
3) Direct the location and expansion of coastal dependent developments to areas presently designated and used for such development and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:
    a) Use of presently designated locations is not feasible;
    b) Adverse environmental effects are minimized; and

c) The development is important to the State's economy.

Discussion: The Proposed Action would not propose the alteration of land use or infrastructure on or around the subject property. It would support future harbor enhancements and enable the relocation of tenants and other harbor services to support future capacity and efficiency needs of harbor operations. As a facility that is coastal development, acquiring parcels adjacent to harbor property would enable the future consolidation of harbor operations to support long term growth needs.

**COASTAL HAZARDS**

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

Policies:

1) Develop and communicate adequate information about storm wave, tsunami, flood, erosion, subsidence, and point and nonpoint source pollution hazards.
2) Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint source pollution hazards.
3) Ensure that developments comply with requirements of the Federal Flood Insurance Program.
4) Prevent coastal flooding from inland projects.

Discussion: The Proposed Action would acquire a nearshore parcel for future use to support harbor operations. This would contribute toward controlling development in areas more prone to storm waves, tsunami, floods, and hurricanes by consolidating harbor space to support critical harbor infrastructure.

**MANAGING DEVELOPMENT**

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

Policies:

1) Use, implement, and enforce existing law effectively to the maximum extent possible in managing present and future coastal zone development.
2) Facilitate timely processing of applications for development permits and resolve overlapping or conflicting permit requirements.
3) Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life cycle and in terms understandable to the public to facilitate public participation in the planning and review process.

Discussion: The Proposed Action would set aside land adjacent to the harbor for future use to support the growing capacity and resiliency needs of the harbor. This Draft Environmental Assessment is being provided for public comment and review. Future harbor modernization and sea level rise adaptation efforts would be subject to separate environmental review which would also provide opportunities for public involvement.

**PUBLIC PARTICIPATION**

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

Policies:

1) Promote public involvement in coastal zone management processes.
2) Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal issues, developments, and government activities.
3) Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.

Discussion: This Draft Environmental Assessment is being provided for public comment and review. Future harbor modernization and sea level rise adaptation efforts would be subject to separate environmental review which would also provide opportunities for public involvement.

**BEACH PROTECTION**

Objective: Protect beaches for public use and recreation.

Policies:

1) Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion.
2) Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and do not interfere with existing recreational and waterline activities.
3) Minimize the construction of public erosion-protection structures seaward of the shoreline.
4) Prohibit private property owners from creating a public nuisance by inducing or cultivating the private property owner's vegetation in a beach transit corridor.
5) Prohibit private property owners from creating a public nuisance by allowing the private property owner's unmaintained vegetation to interfere or encroach upon a beach transit corridor.

Discussion: The Proposed Action is not located in proximity to any beaches that can be used for public use and recreation. The harbor is coastal dependent infrastructure that cannot be moved away from the shoreline.

**MARINE RESOURCES**

Objective: Promote the protection, use, and development of marine and coastal resources to assure their sustainability.

Policies:

1) Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial.
2) Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency.
4) Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone.
5) Promote research, study, and understanding of ocean processes, marine life, and other ocean resources to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources.

6) Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.

Discussion: The Proposed Action does not include activity that would impact marine resources. Future harbor modernization and sea level rise adaptation efforts would be subject to separate environmental review to ensure compliance with all applicable Federal, State, and County regulations pertaining to storm water management.

### 4.1.4 Honolulu Harbor 2050 Master Plan

The Honolulu Harbor 2050 Master Plan (HHMP) was updated in 2022 to replace the previous O‘ahu Commercial Harbors 2020 Master Plan. It provides a long-range strategic framework for managing Honolulu Harbor, the primary gateway for goods entering the Hawaiian Islands. The plan assesses projected cargo capacity demands and evaluates potential impacts of climate change and sea level rise, ensuring that harbor infrastructure can meet future cargo needs. It also guides HDOT in prioritizing harbor improvement projects to maintain operational efficiency, keep pace with emerging technologies and industry trends, and prepare for a variety of potential scenarios. Based on the analysis provided in the plan, the Honolulu Harbor is well positioned to handle the projected cargo capacity into 2050 so long as minor modifications are made to balance the yard and berth capacities and create additional storage capacity.

#### Resiliency

A central objective of the HHMP is to ensure that the Honolulu Harbor is able to adapt to meet the challenges posed by climate change and sea level rise. As such, the plan uses recommendations from the Hawai‘i Sea Level Rise Vulnerability and Adaptation Report (see **Section 4.1.5**) to plan for projected 3.2 feet of sea level rise by 2060. Primary recommendations in the HHMP related to sea level rise include raising and hardening pier facilities to withstand more frequent and intense storm events.

The HHMP recommends upgrading the Piers 1 and 2 Terminal to serve as the harbor’s primary resiliency pier. Positioned at the entrance of the harbor, this terminal is ideally suited for supporting emergency operations in the aftermath of a disaster. Its location minimizes the risk of obstructions caused by post-event debris, such as sunken containers, damaged harbor equipment, and stormwater backwash from mauka urban areas, ensuring safe navigation for vessels delivering crucial relief supplies.

In addition, the HHMP recommends modernizing Piers 31 to 33 to function as a secondary resiliency pier. This modernization will ensure that, in the event Piers 1 and 2 become compromised or overwhelmed, Piers 31 to 33 can carry out essential operations. The improvements will enhance the harbor's overall capacity to respond to crises, providing redundancy. This dual-resiliency strategy is crucial for maintaining operational continuity and ensuring rapid recovery in times of disaster.

#### Cargo Terminals and Maritime Support

Piers 31-33 are designated as cargo terminals with areas allocated for maritime support functions. Honolulu Harbor's cargo terminals are categorized into two main types: non-exclusive multi-purpose terminals and non-exclusive dedicated use terminals. These terminals accommodate a wide range of

cargo activities. They handle a diverse array of cargo types, including large volumes of containers, bulk goods, special cargos, automobiles, and other specialized vehicles. Additionally, these terminals provide staging and maintenance areas for heavy equipment essential to cargo movement and transport.

The HHMP proposes that Piers 31 to 34 be designated as multi-purpose cargo terminals, available for use by both scheduled and unscheduled cargo operators. While these piers are capable of handling all types of cargo that pass through Honolulu Harbor, each terminal has unique features that may make them particularly suited to specific types of cargo operations or multi-use purposes. This flexibility ensures that the harbor can efficiently manage a wide range of cargo needs.

Maritime support areas are designated for various light and heavy industrial businesses critical to maintaining a fully operational harbor. These include services provided by tug operators, harbor pilots, and businesses involved in ship manufacturing, repair, and servicing. Additional services in these areas encompass ship provisioning (ship chandlers), dry dock operations, marine construction and salvage, spill response, ship fueling, and waste treatment and disposal.

Recommended Improvements

The HHMP recommends that Piers 31 to 34 continue to be improved and used for multi-purpose cargo, and as a priority terminal for automobile-carrier operations. These piers are ideal for this function, offering a spacious 16-acre yard and easy access to Nimitz Highway. The location next to a maritime support service area allows for additional services like freight forwarding and automobile preparation, with room for expansion if needed.

The HHMP recommends the acquisition of two adjacent parcels for maritime support service and/or cargo terminal use. These includes the subject parcel for the Proposed Action and a 3.7-acre parcel under HDOT Airports jurisdiction (TMK parcel 1-5-35: 010) which would be intended to improve driveway access to Nimitz Highway and Alakawa Street.

Additionally, there are plans to expand the yard by removing old warehouse buildings, improving access to Alakawa Street for direct, west-bound left turns. As sea levels rise, there's a need to address the decreasing clearance under the piers, which might require reconstructing Piers 31 to 33 to retreat to dry land. This could also widen the channel, improving navigation and safety.

The HHMP recommends the following specific improvements to Piers 31 to 34:

- Reconstruct the pier, apron and yard:
    - Create a notch for vessel berthing to reduce encroachment into the Kapālama Channel, thus increasing navigational safety. Create notch by cutting back the pier face, at a minimum to existing fast land (approximately 30 feet inland from existing pier face) and replace pile-supported deck with sheet pile/bulkhead. The dimensions of the cut back area will be determined during design.
    - Improve fendering and bollards.
    - Strengthen the pier and yard surfaces to accommodate heavy-lift equipment.

- Raise the pier deck and yard height as necessary to account for SLR of 3.2 feet by 2060 while maintaining a minimum operational freeboard of 6 feet to accommodate a full range of cargo vessels, barges and RO/RO vessels:
    - Alternative 1 - Raise the entire pier, yard and interior land areas as necessary.
    - Alternative 2 - Construct a 100-foot wide raised apron at the edge of the pier to form a “sea wall” at the pier face to adapt to projected SLR. Keep the landside areas at their current height behind the sea wall to minimize the costs of filling and raising the yards. Install motor vehicle access ramps onto the raised apron.
- Replace and upsize the existing 4 foot wide by 3 feet deep box culvert located between Nimitz Highway and the 12-FT wide by 4-foot deep box culvert beneath Pier 35 to eliminate the drainage “choke point” at this location.
- As an interim measure, consider installing a mooring structure, fendering pylon or other mooring system along the full length of Piers 31 to 34 to raise the mooring height freeboard to allow vessels to safely berth and conduct cargo operations with SLR and during extreme high tides.
- Acquire the HDOT Airports parcel mauka of Pier 33 for eventual expansion of the Pier 33 yard area, and to improve internal circulation and create direct access to the Alakawa Street and Nimitz Highway intersection. A new internal access driveway from Piers 31 to 33 to the signalized intersection will allow for full, signalized turning movements onto Nimitz Highway.

### 4.1.5 Hawai‘i Sea Level Rise Vulnerability and Adaptation Report

The Sea Level Rise Vulnerability and Adaptation Report was initially mandated by Act 83 in 2014 under the Hawaii Climate Change Adaptation Initiative and later expanded by Act 32 in 2017 through the Hawai‘i Climate Change Mitigation and Adaptation Initiative. The report provides Hawai‘i's first comprehensive state-wide assessment of vulnerability to sea level rise and offers recommendations to minimize impacts and support proactive adaptation strategies. It incorporates the most current and reliable scientific data on climate change and sea level rise, drawing from sources like the Intergovernmental Panel on Climate Change (IPCC) Assessment Report 5 (2014), recent scientific findings from the National Oceanic and Atmospheric Administration (NOAA) and the National Aeronautics and Space Administration (NASA), as well as peer-reviewed scientific research articles.

The report uses the Sea Level Rise Exposure Area (SLR-XA) to measure shoreline vulnerability and hazards (see **Figure 8.** Sea Level Rise Exposure Area).

According to the Sea Level Rise Vulnerability and Adaptation Report, the Honolulu Harbor is one of several critical infrastructure facilities projected to be impacted by rising sea levels and storm surge. The report recommends an in-depth risk and vulnerability assessment be conducted to determine the level of risk for critical infrastructure across the state and mitigation strategies.

### 4.1.6 State of Hawai‘i Hazard Mitigation Plan

State and local Hazard Mitigation Plans are established using criteria from the Disaster Mitigation Act of 2000, as part of the Robert T. Stafford Act. The plans are essential for sustaining long-term mitigation

strategies. To remain eligible for FEMA funding for mitigation and disaster recovery, an updated plan must be approved by FEMA at least every five years. The 2018 State of Hawai‘i Hazard Mitigation Plan Update meets these requirements, ensuring that the State can continue to access funding through specific grant programs under the Stafford Act.

The Honolulu Harbor is a critical infrastructure facility that must be able to operate in the event of natural or man-made disasters to support the local population. According to the 2018 State of Hawai‘i Multi-Hazard Mitigation Plan, harbors are critical points of entry that need to remain open and operational to maintain the “just-in-time” shipping logistics required to sustain each island. They are also not facilities that can “retreat” or be moved inland in anticipation of future sea level rise impacts. Neighbor-island harbors must also be prepared to provide redundancy for the Honolulu harbor if it becomes no-longer operational.

## 4.2 City and County of Honolulu Planning Documents

### 4.2.1 O‘ahu General Plan

The O‘ahu General Plan serves as the overarching policy document for the long-term development and growth of O‘ahu. It provides a comprehensive framework for land use, infrastructure, economic development, environmental stewardship, and social equity. The plan outlines goals and policies that guide decision-making across sectors to ensure that growth on the island is managed sustainably and that essential infrastructure is maintained and enhanced to meet the needs of residents and businesses.

In relation to the Honolulu Harbor, the O‘ahu General Plan is highly relevant, as it emphasizes the importance of supporting key economic hubs and ensuring the island’s infrastructure can accommodate future demands. Honolulu Harbor is critical to O‘ahu’s economy, functioning as the primary point of entry for imported goods, including food, fuel, and other essential materials. The harbor's role aligns with the plan’s goals of promoting economic resilience, maintaining essential services, and ensuring the efficient distribution of resources across the island and the state.

Additionally, the O‘ahu General Plan highlights the need for sustainable growth and environmental stewardship, which are directly applicable to harbor operations and future development projects. Ensuring that any expansion or modernization of the harbor supports these goals is crucial for maintaining the island’s environmental quality while meeting the needs of the growing population. This means that improvements to the harbor must consider impacts such as sea level rise, climate change, and natural hazards, as well as opportunities to promote resilient infrastructure and reduce the environmental footprint of harbor operations.

The following objectives and policies from the O‘ahu General Plan were identified to be relevant and in alignment with the Proposed Action.

I. Population - Objective A

To plan for anticipated population in a manner that acknowledges the limits of O‘ahu’s natural resources, protects the environment, and minimizes social, cultural, and economic disruptions.

*Policy 2*

Provide adequate support facilities to accommodate future numbers of visitors to O'ahu while seeking to minimize disruption to residents and protect the natural environment.

II. Balanced Economy - Objective A

To promote diversified economic opportunities that enable all the people of O'ahu to attain meaningful employment and a decent standard of living.

*Policy 1*

Support a strong, diverse, and dynamic economic base that protects the natural environment and is resilient to changes in global conditions.

V. Transportation and Utilities – Objective A

To create a multi-modal transportation system that moves people and goods safely, efficiently, and at a reasonable cost and minimizes fossil fuel consumption and greenhouse gas emissions; serves all users, including limited income, elderly, and disabled populations; and is integrated with existing and planned development.

*Policy 14*

Support the operation, maintenance and improvement of Honolulu Harbor as O'ahu's primary cargo and ocean transportation hub.

### 4.2.2 Primary Urban Center Development Plan (under development)

The Primary Urban Center Development Plan (PUC DP), currently under development, is a strategic guide for the long-term growth and revitalization of the core urban areas of O'ahu, including the downtown Honolulu area and surrounding districts. The plan presents goals, policies, and actions related to growth, infrastructure, housing, and the economy to support a healthy community in the urban center. The plan emphasizes sustainable land use, infrastructure improvements, economic resilience, and preparation for climate challenges like sea level rise.

As a critical hub for shipping and commerce supporting the entire state's economy, the Honolulu Harbor is relevant to the PUC DP as it plays a role in logistics, industrial activities, and transportation. It maintains that industrial activities will remain along the harbor front in the Iwilei district as a critical logistics and transportation hub:

"**Maintain the working harbor.** Preserve port activities and jobs makai of Nimitz Highway and collaborate on long-range improvement efforts at the Harbor" (Page 130).

### 4.2.3 Multi-Hazard Pre-Disaster Mitigation Plan

The Multi-Hazard Pre-Disaster Mitigation Plan for the City and County of Honolulu was adopted in 2019 and is designed to reduce risks from natural hazards through proactive planning. It assesses community vulnerabilities, identifies gaps in existing measures, and implements strategies to mitigate risks. Compliance with the plan is essential for maintaining eligibility for FEMA funding, including Pre-Disaster

Mitigation (PDM) and Hazard Mitigation Grant Program (HMGP) funds. It was developed with broad participation from city departments, agencies, and community organizations and integrates hazard mitigation policies into Honolulu's General Plan and land use planning to guide resilient development.

The Multi-Hazard Pre-Disaster Mitigation Plan emphasizes the vulnerability of Honolulu Harbor to climate change-induced hazards, such as sea level rise, stronger hurricanes, and coastal erosion. These hazards could result in significant inundation, disrupt shipping operations, and damage critical infrastructure like piers and equipment. Increased hurricane intensity and storm surge could further exacerbate the risks to harbor facilities, creating logistical challenges for Hawai‘i's supply chain. To address these risks, the plan advocates for adaptive design in infrastructure projects, improved building codes, and retrofitting older facilities to ensure they can withstand future environmental challenges.

For Honolulu Harbor, this means incorporating protective measures such as raising critical infrastructure, reinforcing piers, and ensuring that key operations can continue or quickly recover after disaster events. For example, anticipated sea level rise combined with storm surge could severely impact piers and facilities at the harbor, which plays a critical role in Hawai‘i’s economy by facilitating nearly all imports, including food and fuel. The mitigation plan suggests that future projects include designs that account for these rising threats, ensuring the harbor’s operational resilience.

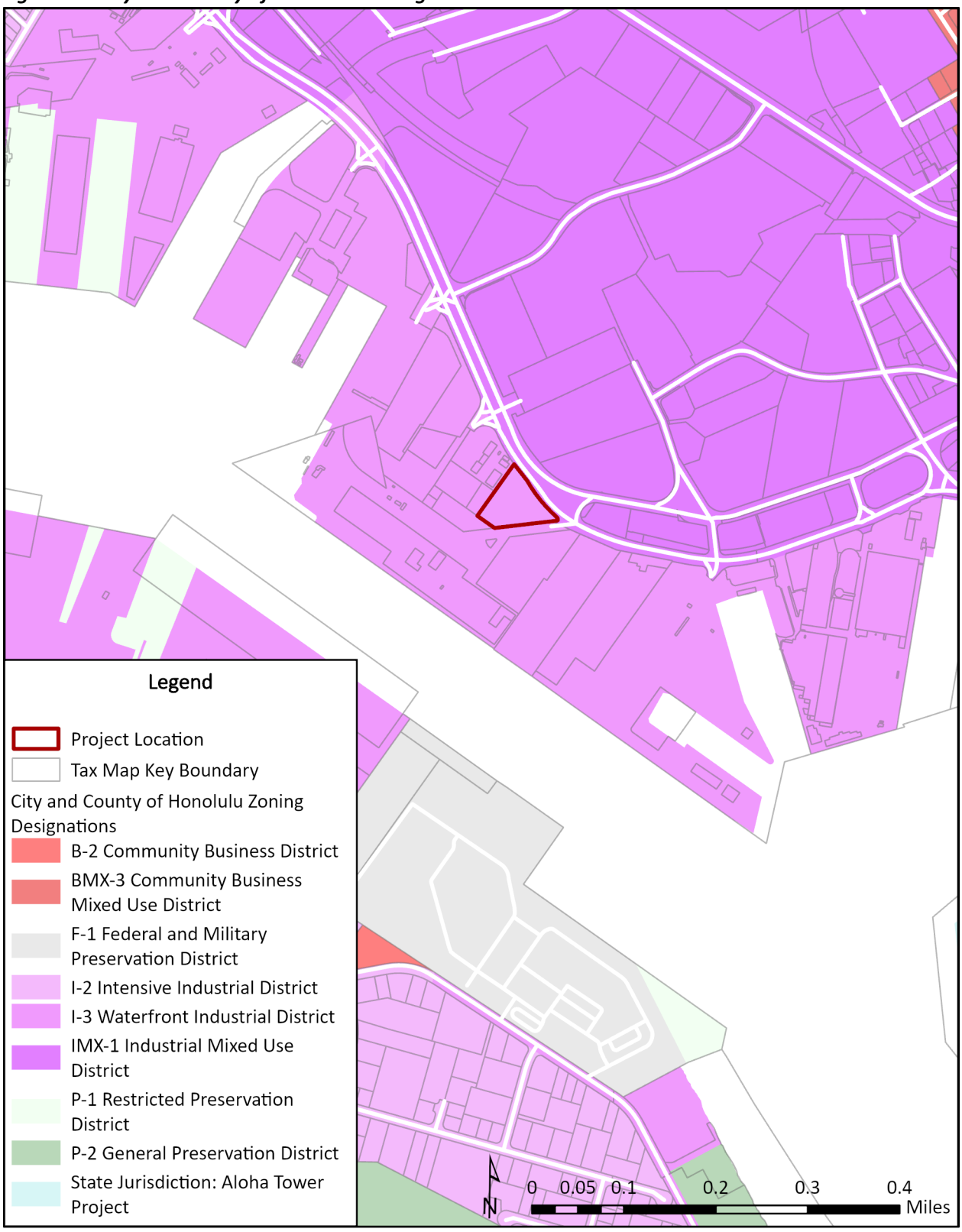
Additionally, the plan creates future hazard maps, including projected storm surge and tsunami inundation zones, which would guide the placement and design of new facilities. Planning for such risks is vital for ensuring that Honolulu Harbor can maintain its role as the state’s primary logistics hub while also safeguarding public safety and economic stability.

### 4.2.4 City and County of Honolulu Zoning Code

The City and County of Honolulu Zoning Code, also known as the Land Use Ordinance (LUO), regulates the use of land within the city to ensure orderly development and compatibility between land uses. The LUO defines various zoning districts, including residential, commercial, industrial, and special districts, each with specific regulations on building heights, densities, setbacks, and permitted uses. The code is designed to guide development while balancing economic, environmental, and social needs. It also integrates the O‘ahu General Plan and regional Development or Sustainable Communities Plans, ensuring long-term growth aligns with policy objectives.

The zoning for the subject property is classified as industrial under the City and County of Honolulu's Zoning Code. The Proposed Action, which involves acquisition of the subject parcel, does not propose any changes to the current land use. Therefore, the action is consistent with existing zoning regulations.

***Figure 20. City and County of Honolulu Zoning***



### 4.2.5 Special Management Area

The Special Management Area (SMA) is the area of the island that is in close proximity to the shoreline. The SMA permit was established in 1975 with the enactment of Act 176, Shoreline Protection Act. Pursuant to HRS Chapter 205A, all state and county agencies shall enforce the CZM objectives and policies defined in HRS Section 205A-2 (see **Section 4.1.3**). The City and County of Honolulu administers SMA permits for the island of O‘ahu.

The Proposed Action is not located within the SMA.

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# 5.0 Findings and Conclusions

## 5.1 Significance Criteria

HAR Chapter 11-200.1 provides significance criteria for which all projects in Hawaii are assessed. These significance criteria and their relationship to the Proposed Action are as follows:

*(1) Irrevocably commit a natural, cultural, or historic resource.*

The proposed property acquisition would not irrevocably commit any natural, cultural, or historic resources. No construction or alterations are planned as part of the acquisition, and any future development would be subject to a separate environmental review process that would assess potential impacts on such resources.

*(2) Curtail the range of beneficial uses of the environment.*

The Proposed Action would not curtail beneficial uses of the environment, as it involves no immediate changes to land use. Future development proposals would undergo environmental review to ensure compliance with land use and environmental regulations.

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

HRS Chapter 344 states that "It shall be the policy of the State, through its programs, authorities, and resources to:

(1) Conserve the natural resources, so that land, water, mineral, visual, air and other natural resources are protected by controlling pollution, by preserving or augmenting natural resources, and by safeguarding the State's unique natural environmental characteristics in a manner which will foster and promote the general welfare, create and maintain conditions under which humanity and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of the people of Hawaii.
(2) Enhance the quality of life by:
    (A) Setting population limits so that the interaction between the natural and artificial environments and the population is mutually beneficial;
    (B) Creating opportunities for the residents of Hawaii to improve their quality of life through diverse economic activities which are stable and in balance with the physical and social environments;
    (C) Establishing communities which provide a sense of identity, wise use of land, efficient transportation, and aesthetic and social satisfaction in harmony with the natural environment which is uniquely Hawaiian; and
    (D) Establishing a commitment on the part of each person to protect and enhance Hawaii's environment and reduce the drain on nonrenewable resources."

The Proposed Action would not conflict with the State's environmental policies or long-term environmental goals. It is strictly a property acquisition, and future development or changes in use would be evaluated in alignment with state policies during a future environmental review process.

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

The property acquisition itself would have no direct adverse effects on the economic, social, or cultural welfare of the community or State. Any potential impacts would be considered during future development phases through a separate environmental review process.

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

The acquisition would not impact public health, as no physical changes or developments are involved. Any future development plans would be reviewed separately for potential health impacts.

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

The Proposed Action would not involve any direct development and would not lead to population changes or increased pressure on public facilities. Any secondary impacts from future development would be assessed in a future environmental review process.

*(7) Involve a substantial degradation of environmental quality.*

The acquisition of the subject parcel would not degrade environmental quality, as it involves no physical alterations to the property or surrounding area. Any future development would be subject to a separate review process, where environmental quality concerns would be addressed.

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

The acquisition of the subject parcel would not have cumulative effects on the environment or commit to larger actions. Future development projects would be evaluated individually and cumulatively through a separate environmental review process.

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

The acquisition of the subject parcel would have no direct impact on wildlife or habitats. If future development is proposed, potential effects on rare, threatened, or endangered species would be reviewed in compliance with all applicable environmental protection laws and best practices.

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

The Proposed Action would not involve any construction or operations that would impact air or water quality or increase noise levels. These factors would be evaluated for any future development under a separate environmental review process.

*(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.*

While the subject parcel is located in what could be considered an environmentally sensitive area, the acquisition alone would not pose any risk of damage or adverse effects. Future development proposals would undergo assessment for impacts associated with natural hazards. The Proposed Action would create future opportunities for HDOT Harbors to modernize the harbor to support hardening and resiliency efforts necessary to prepare and adapt for natural hazards in light of projected increased capacity demand for harbor services.

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

Acquisition of the subject parcel would not involve any physical alterations to the site, and thus no impacts on scenic vistas or viewplanes would occur. Any future development projects would consider visual impacts as part of a separate environmental review.

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

The Proposed Action would not involve energy consumption or greenhouse gas emissions. Energy use and emissions would be addressed during the review of future development proposals.

## 5.2 Anticipated Finding of No Significant Impact

Based on the significance criteria set forth in HAR Chapter 11-200.1 and discussed in **Section 5.1**, it is anticipated that the Proposed Action would not have a significant effect on the environment and that a Finding of No Significant Impact would be filed with the State of Hawai‘i Office of Planning and Sustainable Development’s Environmental Review Program following the public comment period.

# 6.0 Agency and Public Consultation

## 6.1 Pre-Assessment Consultation

**Table 6.** Pre-Assessment Agency Consultation identifies the State and County agencies and elected officials consulted prior to the preparation of the Draft Environmental Assessment, as well as whether a comment was received. All comments received and responses are included in **Appendix A**. In addition, letters were sent to all landowners in the vicinity of the project site.

***Table 6. Pre-Assessment Agency Consultation***

| Agency | Pre-Assessment Consultation Comment Received |
|---|---|
| **State of Hawai'i Agencies** | |
| State of Hawai'i Department of Accounting and General Services | |
| State of Hawai'i Department of Land and Natural Resources – Engineering Division | X |
| State of Hawai'i Department of Land and Natural Resources – Division of Forestry and Wildlife | X |
| State of Hawai'i Department of Land and Natural Resources – Land Division | X |
| State of Hawai'i Department of Land and Natural Resources – Office of Conservation and Coastal Lands | X |
| State of Hawai'i Department of Land and Natural Resources – Division of Aquatic Resources | X |
| **City and County of Honolulu Departments** | |
| City and County of Honolulu Department of Planning and Permitting | X |
| Kalihi-Palama Neighborhood Board No. 15 | |
| **Elected Officials** | |
| Senator Glen Wakai, District 15 | |
| Representative Sonny Ganaden, District 30 | |
| Councilmember Tyler Dos Santos-Tam, District 6 | |

# 7.0 References

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# Appendix A
## Pre-Assessment Consultation Letters and Responses

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**Jennifer Scheffel**

---

**From:** Metrose, Jennifer <JMetrose@alohagas.com>
**Sent:** Sunday, June 2, 2024 4:18 PM
**To:** Jennifer Scheffel
**Cc:** Metrose, Jennifer
**Subject:** Aloha Petroleum - response to 855 North Nimitz Highway Land Acquisition
**Attachments:** DOC053024.pdf



Jennifer –

Aloha Petroleum received your letter regarding the 855 North Nimitz Highway Land Acquisition.

Our terminal is located across the street at 789 N. Nimitz Highway, I don't foresee any conflict with our facility.

Thank you for including us in this communication.

NOTE: Richard Parry our former CEO has retired. Should you have any questions regarding any Aloha Petroleum Fuel Terminal, please don't hesitate to contact me at jmetrose@alohagas.com or 808-829-1404.

Thanks!

***Jennifer Metrose***
***General Manager Terminals***

***1001 Bishop Street • Honolulu, HI 96813***
***Cell: 808-829-1404 • Home: 808-688-2316***
***Office: 808-673-4294 • Fax: 808-673-2069***
***jmetrose@alohagas.com***

SUNOCOLP
Midstream Operations

ALOHA
a SUNOCO LP company

SSFM International

October 30, 2024

SSFM 2019_118.014

Jennifer Metrose
General Manager Terminals
Aloha Petroleum
10001 Bishop Street
Honolulu, HI 96813

**SUBJECT: 855 North Nimitz Land Acquisition**
**State of Hawai'i Department of Transportation Harbors**
**Tax Map Key (TMK): (1) 1-5-035:006**
**Pre-Assessment Consultation for Draft Environmental Assessment**

Aloha,

Thank you for your letter dated June 2, 2024, regarding the subject project. The State Department of Transportation, Harbors has noted that Aloha Petroleum does not have any comments at this time.

Your letter, along with this response letter, will be included in the forthcoming Draft Environmental Assessment. We appreciate your participation in the pre-assessment consultation process. Should you have additional comments or questions regarding this project, please contact me at (808) 356-1273 or via email at jscheffel@ssfm.com.

SSFM INTERNATIONAL, INC.

Jennifer M. Scheffel
Sr. Environmental Planner

# DEPARTMENT OF PLANNING AND PERMITTING
## *KA 'OIHANA HO'OLĀLĀ A ME NĀ PALAPALA 'AE*
## CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAI'I 96813
PHONE: (808) 768-8000 • FAX: (808) 768-6041 • WEBSITE: honolulu.gov/dpp

RICK BLANGIARDI
MAYOR
*MEIA*

DAWN




May 8, 2024 2024/ELOG-849(MM)

Ms. Jennifer Scheffel
SSFM International, Inc.
501 Sumner Street, Suite 620
Honolulu, Hawaii 96817

Dear Ms. Scheffel:

SUBJECT: Pre-Assessment Consultation
855 North Nimitz Highway – Iwilei
Tax Map Key 1-5-035: 006

This is in response to your request, received May 6, 2024, for early consultation comments on the upcoming Draft Environmental Assessment to be prepared by the State of Hawaii Department of Transportation (HDOT) Harbors Division for the proposed acquisition of the above parcel in Honolulu Harbor from the Hawaiian Electric Company, Inc. (HECO) (Project). The parcel is 1.97 acres in area and zoned I-3 Waterfront Industrial District. HECO currently occupies the parcel, and the HDOT will lease the parcel to HECO indefinitely; the use of the parcel will not change. Due to the use of State funds, the Project requires the preparation of an Environmental Assessment consistent with Hawaii Revised Statutes Chapter 343, and Hawaii Administrative Rules Section 11-200.1-18. The Department of Planning and Permitting does not have any comment at this time.

Thank you for the opportunity to comment on this proposal. Should you have any questions, please contact Molly Murai, of our Land Use Approval Branch, at (808) 768-8016 or via email at molly.murai@honolulu.gov.

Very truly yours,

for Dawn Takeuchi Apuna
Director

SSFM International

October 30, 2024

SSFM 2019_118.014

Dawn Takeuchi Apuna, Director
City and County of Honolulu
Department of Planning and Permitting
650 South King Street
Honolulu, HI 96813

**SUBJECT: 855 North Nimitz Land Acquisition**
**State of Hawai'i Department of Transportation Harbors**
**Tax Map Key (TMK): (1) 1-5-035:006**
**Pre-Assessment Consultation for Draft Environmental Assessment**

Aloha,

Thank you for your email dated May 8, 2024, regarding the subject project. As a part of the negotiations for sale of the property, HECO has indicated that it may enter into a lease to remain at the parcel and the Department of Transportation (HDOT), Harbors is open to the issuance of a lease back to HECO. Although no change in use of the property is proposed at this time, the Draft Environmental Assessment will discuss and identify the listed development standards as they apply to the subject project. In addition, the Draft Environmental Assessment will be consistent with Hawaii Revised Statutes Chapter 343, and Hawaii Administrative Rules Section 11-200.1-18. Mahalo for your guidance on this matter.

Your letter, along with this response letter, will be included in the forthcoming Draft Environmental Assessment. We appreciate your participation in the pre-assessment consultation process. Should you have additional comments or questions regarding this project, please contact me at (808) 356-1273 or via email at jscheffel@ssfm.com.

SSFM INTERNATIONAL, INC.

Jennifer M. Scheffel
Sr. Environmental Planner

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

May 31, 2024

LD 0512

SSFM International, Inc.
Attn: Jennifer Scheffel
501 Sumner Streeet, Suite 620
Honolulu, Hawaii 96817

Via email:jscheffel@ssfm.com

SUBJECT: **855 North Nimitz Highway Land Acquisition, State of Hawaii Department of Transportation, Harbors, Pre-Assessment Consultation for Hawaii Revised Statutes Chapter 343, Draft Environmental Assessment Honolulu District, Island of Oahu, Hawaii, TMK: (1) 1-5-035:006**

Thank you for the opportunity to review and comment on the subject project. The Land Division of the Department of Land and Natural Resources (DLNR) distributed copies of your request to DLNR's various divisions for their review and comment.

Enclosed are comments received from our Engineering Division, Division of Aquatic Resources, Division of Forestry and Wildlife, Land Division and Office of Conservation and Coastal Lands. Should you have any questions, please feel free to contact Timothy Chee via email at *timothy.chee@hawaii.gov*. Thank you.

Sincerely,

Russell Tsuji

Russell Y. Tsuji
Land Administrator

Attachments
cc: Central Files

JOSH GREEN, M.D.
GOVERNOR | KE KIAʻĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIAʻĀINA

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAIʻI | KA MOKUʻĀINA ʻO HAWAIʻI
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA ʻOIHANA KUMUWAIWAI ʻĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

May 7, 2024

LD 0512

**MEMORANDUM**

FROM: ~~TO:~~ **DLNR Agencies:**

_X_ Div. of Aquatic Resources *(via email: kendall.l.tucker@hawaii.gov)*
_X_ Div. of Boating & Ocean Recreation (*via email: richard.t.howard@hawaii.gov)*
_X_ Engineering Division *(via email: DLNR.Engr@hawaii.gov)*
_X_ Div. of Forestry & Wildlife *(via email: Rubyrosa.T.Terrago@hawaii.gov)*
_X_ Div. of State Parks (curt.a.cottrell@hawaii.gov)
_X_ Commission on Water Resource Management *(via email: DLNR.CWRM@hawaii.gov)*
_X_ Office of Conservation & Coastal Lands *(via email:Sharleen.k.kuba@hawaii.gov)*
_X_ Land Division – Oahu District *(via email: barry.w.cheung@hawaii.gov)*
_X_ Aha Moku *(via email: leimana.k.damate@hawaii.gov)*

TO: ~~FROM:~~ **Russell Y. Tsuji, Land Administrator** Russell Tsuji

SUBJECT: **855 North Nimitz Highway Land Acquisition, State of Hawaii Department Of Transportation, Harbors, Pre-Assessment Consultation for Hawaii Revised Statutes Chapter 343, Draft Environmental Assessment**

LOCATION: **Honolulu District, Island of Oahu, Hawaii**
**TMK: (1) 1-5-035:006**

APPLICANT: **SSFM International, Inc.**

Transmitted for your review and comment is information on the above-referenced project. Please submit any comments to *timothy.chee@hawaii.gov* at the Land Division by the internal deadline of **May 29, 2024**. If no response is received by this date, we will assume your agency has no comments. If you have any questions, please contact Timothy Chee at the above email address. Thank you.

**BRIEF COMMENTS:**

Attachments
Cc: Central Files

( ) We have no objections.
(✓) We have no comments.
( ) We have no additional comments.
( ) Comments are included/attached.

Signed: CSC
Print Name: Carty S. Chang, Chief Engineer
Division: Engineering Division
Date: 05/20/2024

JOSH GREEN, M.D.
GOVERNOR | KE KIAʻĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIAʻĀINA

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAIʻI | KA MOKUʻĀINA ʻO HAWAIʻI
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA ʻOIHANA KUMUWAIWAI ʻĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

May 7, 2024

LD 0512

**MEMORANDUM**

FROM: **DLNR Agencies:**
X Div. of Aquatic Resources *(via email: kendall.l.tucker@hawaii.gov)*
X Div. of Boating & Ocean Recreation (*via email: richard.t.howard@hawaii.gov)*
X Engineering Division *(via email: DLNR.Engr@hawaii.gov)*
X Div. of Forestry & Wildlife *(via email: Rubyrosa.T.Terrago@hawaii.gov)*
X Div. of State Parks (curt.a.cottrell@hawaii.gov)
X Commission on Water Resource Management *(via email: DLNR.CWRM@hawaii.gov)*
X Office of Conservation & Coastal Lands *(via email:Sharleen.k.kuba@hawaii.gov)*
X Land Division – Oahu District *(via email: barry.w.cheung@hawaii.gov)*
X Aha Moku *(via email: leimana.k.damate@hawaii.gov)*

TO: **Russell Y. Tsuji, Land Administrator** Russell Tsuji
SUBJECT: **855 North Nimitz Highway Land Acquisition, State of Hawaii Department Of Transportation, Harbors, Pre-Assessment Consultation for Hawaii Revised Statutes Chapter 343, Draft Environmental Assessment**
LOCATION: **Honolulu District, Island of Oahu, Hawaii**
**TMK: (1) 1-5-035:006**
APPLICANT: **SSFM International, Inc.**

Transmitted for your review and comment is information on the above-referenced project. Please submit any comments to *timothy.chee@hawaii.gov* at the Land Division by the internal deadline of **May 29**, **2024**. If no response is received by this date, we will assume your agency has no comments. If you have any questions, please contact Timothy Chee at the above email address. Thank you.

**BRIEF COMMENTS:**

Attachments
Cc: Central Files

( ) We have no objections.
( ) We have no comments.
( ) We have no additional comments.
☑ ) Comments are included/attached.

Signed: Lindsey Nietmann
Print Name: Lindsey Nietmann, Acting Wildlife Prog. Mgr.
Division: Forestry and Wildlife
Date: May 29, 2024

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

DAWN N.S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RYAN K.P. KANAKA'OLE
FIRST DEPUTY

DEAN D. UYENO
ACTING DEPUTY DIRECTOR - WATER

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

STATE OF HAWAIʻI | KA MOKUʻĀINA ʻO HAWAIʻI
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA ʻOIHANA KUMUWAIWAI ʻĀINA

DIVISION OF FORESTRY AND WILDLIFE
1151 PUNCHBOWL STREET, ROOM 325
HONOLULU, HAWAII 96813

**MEMORANDUM**

**TO:** RUSSELL Y. TSUJI, Administrator
Land Division

**FROM:** LINDSEY NIETMANN, Acting Wildlife Program Manager
Division of Forestry and Wildlife

**SUBJECT:** **Pre-Assessment Consultation for Hawaiʻi Revised Statutes Chapter 343, Draft Environmental Assessment; State of Hawaiʻi Department of Transportation, Harbors; Land Acquisition of 855 North Nimitz Highway, Honolulu District, Island of Oʻahu, Hawaiʻi**

The Department of Land and Natural Resources, Division of Forestry and Wildlife (DOFAW) has received your pre-assessment consultation request regarding the Hawaiʻi Revised Statutes Chapter 343, Draft Environmental Assessment (DEA) for the State of Hawaiʻi Department of Transportation, Harbors (HDOT Harbors) proposed land acquisition of a parcel of Honolulu Harbor from Hawaiian Electric Company, Inc. (HECO) located at 855 North Nimitz Highway, Honolulu, within TMK: (1) 1-5-035:006. HECO has expressed interest in continuing to occupy the parcel, therefore HDOT Harbors plans to lease the parcel back to HECO indefinitely. There will be no change in use of the parcel.

The State listed ʻōpeʻapeʻa or Hawaiian Hoary Bat (*Lasiurus cinereus semotus*) could potentially occur at or in the vicinity of the project and may roost in nearby trees. Any required site clearing should be timed to avoid disturbance to bats during their birthing and pup rearing season (June 1 through September 15). During this period woody plants greater than 15 feet (4.6 meters) tall should not be disturbed, removed, or trimmed. Barbed wire should also be avoided for any construction because bats can become ensnared and killed by such fencing material during flight.

Artificial lighting can adversely impact seabirds that may pass through the area at night by causing them to become disoriented. This disorientation can result in their collision with manmade structures or the grounding of birds. Nighttime work that requires outdoor lighting should be avoided during the seabird fledging season, from September 15 through December 15, when young seabirds make their maiden voyage to sea. If nighttime construction is required during the seabird fledgling season (September 15 to December 15), we recommend lights used be fully shielded to minimize the attraction of seabirds and a qualified biologist be present at the project site to monitor and assess

the risk of seabirds being attracted or grounded due to the lighting. If seabirds are seen circling around the area, lights should then be turned off. If a downed seabird is detected, please follow DOFAW's recommended response protocol by visiting https://dlnr.hawaii.gov/wildlife/seabird-fallout-season/

Permanent lighting also poses a risk of seabird attraction, and as such should be minimized or eliminated to protect seabird flyways and preserve the night sky. For illustrations and guidance related to seabird-friendly light styles that also protect seabirds and the dark starry skies of Hawai'i please visit https://dlnr.hawaii.gov/wildlife/files/2016/03/DOC439.pdf.

The State endangered 'īlioholoikauaua or Hawaiian Monk Seal (*Monachus schauinslandi*) and threatened honu or Green Sea Turtle (*Chelonia mydas*) could potentially occur or haul out onshore within the vicinity of the proposed project site. Nesting season for honu is April through December and 'īlioholoikauaua can give birth to pups all year round. If either species is detected within 100 feet (30 meters) of the project area all nearby construction operations should cease and not continue until the focal animal has departed the area on its own accord.

The State endangered pueo or Hawaiian short-eared owl (*Asio flammeus sandwichensis*) could potentially occur in the project vicinity. Pueo are most active during dawn and dusk twilights. Remove and exclude non-native mammals such as mongoose, cats, dogs, and ungulates from the nesting area. Minimize habitat alterations and disturbance during pueo breeding season. Pueo nest on the ground and active nests have been found year-round. Before any potentially disturbing activity like clearing vegetation, especially ground-based disturbance, DOFAW recommends a qualified biologist conduct surveys during crepuscular hours and walk line transects through the area to detect any active pueo nests. If a pueo nest is discovered, notify DOFAW staff, minimize time spent at the nest, and establish a minimum buffer distance of 100 meters from the nest until chicks are capable of flight.

The State threatened manu-o-Kū or White Tern (*Gygis alba*) is known to nest in the vicinity of the proposed project. If tree trimming or removal is planned, DOFAW strongly recommends a qualified biologist survey for the presence of manu-o-Kū prior to any action that could disturb the trees. Manu-o-kū pairs typically lay a single egg on a tree branch with no nest. Eggs and chicks can be dislodged by construction equipment or workers that contact trees in which manu-o-Kū are nesting. As such, a tree protection program should be in place for any mature trees with nesting or roosting manu-o-Kū. If a nest is discovered, please notify DOFAW staff for assistance. For more information regarding detailed Best Management Practices when conducting tree care activities with manu-o-Kū present, please visit https://www.whiteterns.org/uploads/8/6/3/2/86323044/mok_tree_care_guidelines_190622.pdf.

DOFAW recommends using native plant species for landscaping that are appropriate for the area, i.e., plants for which climate conditions are suitable for them to thrive, plants that historically occurred there, etc. Do not plant invasive species. DOFAW recommends referring to www.plantpono.org for guidance on the selection and

evaluation of landscaping plants and to determine the potential invasiveness of plants proposed for use in the project.

Avoid importing to Oʻahu soil or other plant material from off-island. Soil and plant material may contain fungi (e.g., Rapid ʻŌhiʻa Death) and other pathogens that could harm our native species and ecosystems. We recommend consulting the Hawaiʻi Interagency Biosecurity Plan at http://dlnr.hawaii.gov/hisc/plans/hibp/ in planning, design, and construction of the project.

DOFAW recommends minimizing the movement of plant or soil material between worksites. Soil and plant material may contain detrimental fungal pathogens (e.g., Rapid ʻŌhiʻa Death), vertebrate and invertebrate pests (e.g., Little Fire Ants, Coconut Rhinoceros Beetles, etc.), or invasive plant parts (e.g., Miconia, Pampas Grass, etc.) that could harm our native species and ecosystems. We recommend consulting the Oʻahu Invasive Species Committee (OISC) at (808) 266-7994 to help plan, design, and construct the project, learn of any high-risk invasive species in the area, and ways to mitigate their spread. All equipment, materials, and personnel should be cleaned of excess soil and debris to minimize the risk of spreading invasive species.

The invasive Coconut Rhinoceros Beetle (CRB) or *Oryctes rhinoceros* is found on the islands of Oʻahu, Hawaiʻi Island, Maui, and Kauaʻi. On July 1, 2022, the Hawaiʻi Department of Agriculture (HDOA) approved Plant Quarantine Interim Rule 22-1. This rule restricts the movement of CRB-host material within or to and from the island of Oʻahu, which is defined as the Quarantine Area. Regulated material (host material or host plants) is considered a risk for potential CRB infestation. Host material for the beetle specifically includes (a) entire dead trees, (b) mulch, compost, trimmings, fruit and vegetative scraps, and (c) decaying stumps. CRB host plants include the live palm plants in the following genera: *Washingtonia*, *Livistona*, and *Pritchardia* (all commonly known as fan palms), *Cocos* (coconut palms), *Phoenix* (date palms), and *Roystonea* (royal palms). When such material or these specific plants are moved there is a risk of spreading CRB because they may contain CRB in any life stage. For more information regarding CRB, please visit https://dlnr.hawaii.gov/hisc/info/invasive-species-profiles/coconut-rhinoceros-beetle/.

DOFAW is concerned about impacts to vulnerable birds from nonnative predators such as cats, rodents, and mongooses. We recommend taking action to minimize predator presence; remove cats, place bait stations for rodents and mongoose, and provide covered trash receptacles. In addition, no feeding of feral cats should occur on the premises.

Due to the arid climate and risk of wildfire to listed species, we recommend coordinating with the Hawaiʻi Wildlife Management Organization at (808) 850-0900 or admin@hawaiiwildfire.org, on how wildfire prevention can be addressed in the project area. When engaging in activities that have a high risk of starting a wildfire (i.e. welding in grass), it is recommended that you:

- Wet down the area before starting your task,
- Continuously wet down the area as needed,
- Have a fire extinguisher on hand, and

- In the event that your vision is impaired, (i.e. welding goggles) have a spotter to watch for fire starts.

We recommend that Best Management Practices are employed during and after construction to contain any soils and sediment with the purpose of preventing damage to near-shore waters and marine ecosystems.

We appreciate your efforts to work with our office for the conservation of our native species. These comments are general guidelines and should not be considered comprehensive for this site or project. It is the responsibility of the applicant to do their own due diligence to avoid any negative environmental impacts. Should the scope of the project change significantly, or should it become apparent that threatened or endangered species may be impacted, please contact our staff as soon as possible. If you have any questions, please contact Kate Cullison, Protected Species Habitat Conservation Planning Coordinator via email at katherine.cullison@hawaii.gov.

Sincerely,

Lindsey Nietmann

LINDSEY NIETMANN
Acting Wildlife Program Manager

ST-24-168

RECEIVED
LAND DIVISION
2024 MAY 17 AM 10:26
DEPT. OF LAND & NATURAL RESOURCES STATE OF HAWAII

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

KS

RECEIVED
OFFICE OF CONSERVATION
AND COASTAL LANDS
2024 MAY -8 A 10:20
DEPT. OF LAND & NATURAL RESOURCES STATE OF HAWAII

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

May 7, 2024

LD 0512

**MEMORANDUM**

TO: **DLNR Agencies:**
X Div. of Aquatic Resources *(via email: kendall.l.tucker@hawaii.gov)*
X Div. of Boating & Ocean Recreation (*via email: richard.t.howard@hawaii.gov)*
X Engineering Division *(via email: DLNR.Engr@hawaii.gov)*
X Div. of Forestry & Wildlife *(via email: Rubyrosa.T.Terrago@hawaii.gov)*
X Div. of State Parks (curt.a.cottrell@hawaii.gov)
X Commission on Water Resource Management *(via email: DLNR.CWRM@hawaii.gov)*
X Office of Conservation & Coastal Lands *(via email:Sharleen.k.kuba@hawaii.gov)*
X Land Division – Oahu District *(via email: barry.w.cheung@hawaii.gov)*
X Aha Moku *(via email: leimana.k.damate@hawaii.gov)*

FROM: **Russell Y. Tsuji, Land Administrator** Russell Tsuji
SUBJECT: **855 North Nimitz Highway Land Acquisition, State of Hawaii Department Of Transportation, Harbors, Pre-Assessment Consultation for Hawaii Revised Statutes Chapter 343, Draft Environmental Assessment**
LOCATION: **Honolulu District, Island of Oahu, Hawaii**
**TMK: (1) 1-5-035:006**
APPLICANT: **SSFM International, Inc.**

Transmitted for your review and comment is information on the above-referenced project. Please submit any comments to *timothy.chee@hawaii.gov* at the Land Division by the internal deadline of **May 29, 2024**. If no response is received by this date, we will assume your agency has no comments. If you have any questions, please contact Timothy Chee at the above email address. Thank you.

**BRIEF COMMENTS:**
*NOT IN CONSERVATION DISTRICT

Attachments
Cc: Central Files

( ) We have no objections.
(✓) We have no comments. *
( ) We have no additional comments.
( ) Comments are included/attached.

Signed: [signature]
Print Name: Kanahn Stark
Division: OCCL
Date: 5/16/2024

JOSH GREEN, M.D.
GOVERNOR | KE KIAʻĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIAʻĀINA

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAIʻI | KA MOKUʻĀINA ʻO HAWAIʻI
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA ʻOIHANA KUMUWAIWAI ʻĀINA
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**BRIEF COMMENTS:**
After acquisition of lands for State use, regulatory requirements necessitate an Executive Order to convey control and management over the area to the Department of Transportation, Harbors Division.

Attachments
Cc: Central Files

( ) We have no objections.
( ) We have no comments.
( ) We have no additional comments.
( X ) Comments are included/attached.

Signed: Darlene Bryant-Takamatsu BC
Print Name: Darlene Bryant-Takamatsu
Division: Land Division
Date: 5/21/24

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

DAWN N. S. CHANG
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**BRIEF COMMENTS:**

Attachments
Cc: Central Files

( ) We have no objections.
( ) We have no comments.
( ) We have no additional comments.
(☑) Comments are included/attached.

Signed: Kelly Fuller
Print Name: Kimberly Fuller-District Biologist for Brian Neilson
Division: Aquatic Resources
Date: May 29, 2024

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL
RESOURCES DIVISION OF AQUATIC RESOURCES
1151 PUNCHBOWL STREET, ROOM 330
HONOLULU, HAWAII 96813

Date: 5/29/2024

DAR # AR6659



MEMORANDUM

TO: Brian J. Neilson
DAR Administrator

FROM: Jake Reichard, Aquatic Biologist

SUBJECT: 855 North Nimitz Highway Land Acquisition, State of Hawaii DOT, Harbors

Request Submitted by: SSFM international on behalf of HDOT
~~Honolulu Harbor~~

Location of Project:

Brief Description of Project:

Project includes the acquisition of the parcel located at 855 North Nimitz Highway. HECO has expressed interest in continuing to occupy the parcel. Therefore HDOT harbors current plans are to lease the parcel back to HECO indefinitely, and there would be no change in use of the parcel. If HDOT harbors wants to make future improvements or its use of the parcel it would undergo separate environmental review.

Comments:

☐ No Comments ☒ Comments Attached

Thank you for providing DAR the opportunity to review and comment on the proposed project. Should there be any changes to the project plan, DAR requests the opportunity to review and comment on those changes.

Comments Approved: Kelly Fuller Date: May 29, 2024

For Brian J. Neilson
DAR Administrator

DAR# AR6659

Comments

DAR has no reservations or greater comments with this acquisition. If improvements or changes in the use of the parcel occur DAR will comment on the new environmental review when that action is required for decision making.

**JOSH GREEN, M.D.**
GOVERNOR | KE KIA'ĀINA

**SYLVIA LUKE**
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

**DAWN N.S. CHANG**
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

**RYAN K.P. KANAKA'OLE**
FIRST DEPUTY

**DEAN D. UYENO**
ACTING DEPUTY DIRECTOR - WATER

**BRIAN J. NEILSON**
ADMINISTRATOR - AQUATIC RESOURCES

**STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I**
**DEPARTMENT OF LAND AND NATURAL RESOURCES**
**KA 'OIHANA KUMUWAIWAI 'ĀINA**
**DIVISION OF AQUATIC RESOURCES**
**1151 PUNCHBOWL STREET, ROOM 330**
**HONOLULU, HAWAII 96813**

May 15, 2024

TO: Dawn N. S. Chang, Chairperson
Department of Land and Natural Resources

FROM: Brian J. Neilson, Administrator
Division of Aquatic Resources

SUBJECT: DAR Acting Administrator

I will be on personal leave from May 17, 2024, through June 10, 2024. The following staff will be acting administrators:

| | |
|---|---|
| David Sakoda | 5/17/24 - 5/24/24 |
| Edward Kekoa | 5/25/24 – 5/28/24 |
| Kimberly Fuller | 5/29/24 – 5/31/24 |
| Edward Kekoa | 6/01/24 – 6/05/24 |
| David Sakoda | 6/06/24 – 6/10/24 |

Your usual cooperation and courtesy extended to David, Luna, and Kim are greatly appreciated.

_____ May 16, 2024
DAWN N. S. CHANG, CHAIRPERSON DATE

C: DLNR HR
DAR Staff

SSFM International

October 30, 2024

SSFM 2019_118.014

Russell Y. Tsuji
Land Administrator
Department of Land and Natural Resources
Land Division
PO Box 621
Honolulu, HI 96809

**SUBJECT: 855 North Nimitz Land Acquisition**
**State of Hawai'i Department of Transportation Harbors**
**Tax Map Key (TMK): (1) 1-5-035:006**
**Pre-Assessment Consultation for Draft Environmental Assessment**

Aloha,

Thank you for distributing the pre-assessment consultation letter for the Draft Environmental Assessment (EA) to the divisions within the Department of Land and Natural Resources. We offer the following responses to the Engineering Division, Division of Forestry and Wildlife, Land Division, Office of Conservation and Coastal Lands, and Division of Aquatic Resources.

**Engineering Division**

The Department of Transportation (HDOT) Harbors has noted the Department of Land and Natural Resources, Engineering Division does not have any objections or comments at this time.

**Division of Forestry and Wildlife**

The Department of Transportation, Harbors appreciates the Department of Land and Natural Resources, Division of Forestry and Wildlife's insights to consider potential wildlife impacts in the surrounding area. No changes in land use are proposed in this Environmental Assessment as Hawai'i Electric Company (HECO) has expressed interest in continuing to occupy the parcel. Any future plans by HDOT Harbors for improvements and/or other use of the parcel will undergo separate environmental review when those plans are developed.

**Land Division**

The Department of Transportation, Harbors has noted that the Department of Land and Natural Resources, Land Division's comment that the subject project requires an Executive Order to convey control and management over the area.

**Office of Conservation and Coastal Lands**

The Department of Transportation, Harbors acknowledges that the Office of Conservation and Coastal Lands do not have any objections or comments to the subject project at this time since the project is not located in the Conservation District.

**Division of Aquatic Resources**

The Department of Transportation, Harbors acknowledges that the Department of Aquatic Resources does not have any objections to the subject project at this time and will continue to update and communicate if there are any updates or changes to the Draft Environmental Assessment.

Your letters, along with this response letter, will be included in the forthcoming Draft Environmental Assessment. We appreciate your participation in the pre-assessment consultation process. Should you have additional comments or questions regarding this project, please contact me at (808) 356-1273 or via email at jscheffel@ssfm.com.

SSFM INTERNATIONAL, INC.

Jennifer M. Scheffel
Sr. Environmental Planner