

JOHN WAIHEE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
DIVISION OF WATER AND LAND DEVELOPMENT

P. O. BOX 373  
HONOLULU, HAWAII 96809

September 27, 1994

WILLIAM W. PATY, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES

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Office of Environmental  
Quality Control  
Central Pacific Plaza  
220 South King St., 4th Floor  
Honolulu, Hawaii 96813

OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
'94 SEP 30 AM 8:43

Gentlemen:

Job No. 40-OB-A, Expansion and Renovation of Ala Wai  
Boat Harbor Mole "B" Comfort Station, Oahu, TMK: 2-3-37: 12

In accordance with the requirements of Chapter 343, Hawaii Revised Statutes, and Section 11 of the Environmental Impact Statement Rules, transmitted are four (4) copies of the Final Environmental Assessment and Notice of Determination (Negative Declaration) for the subject project. Also attached is a completed OEQC Bulletin Publication Form.

If there are any questions on this matter, please have your staff contact Mr. Edward Lau at 587-0227.

Sincerely,

MANABU TAGOMORI  
Manager-Chief Engineer

SL  
Enc.

1994-10-23-DA-*FEA-Ala Wai Boat Harbor* OCT 23 1994  
Mole "B" Comfort Station Expansion & Renovation

*ENVIRONMENTAL ASSESSMENT*

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**EXPANSION & RENOVATION OF  
ALA WAI BOAT HARBOR  
MOLE "B" COMFORT STATION  
Honolulu, Hawaii**

**Job No. 40-0B-A  
Tax Map Key 2-3-37:12  
Act 300, SLH 1992, Item H-32, B92-609C**

**STATE OF HAWAII  
Department of Land and Natural Resources**

**September 1994**

Prepared For:

Gima Yoshimori Miyabara Deguchi Architects, Inc.  
1357 Kapiolani Boulevard, Suite 1230  
Honolulu, Hawaii 96814

Prepared by:

Wil Chee - Planning, Inc.  
1585 Kapiolani Boulevard, Suite 818  
Honolulu, Hawaii 96814

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## **DRAFT ENVIRONMENTAL IMPACT STATEMENT**

### **1.0 PROPOSING AGENCY**

State of Hawaii  
Department of Land and Natural Resources  
Division of Water and Land Development for the  
Division of Boating and Ocean Recreation  
1151 Punchbowl Street  
Honolulu, Hawaii 96813

### **2.0 APPROVING AGENCY**

State of Hawaii  
Department of Land and Natural Resources  
Division of Water and Land Development  
1151 Punchbowl Street  
Honolulu, Hawaii 96813

### **3.0 AGENCIES CONSULTED**

City & County of Honolulu  
Board of Water Supply

City & County of Honolulu  
Building Department

City & County of Honolulu  
Department of Land Utilization (DLU)

City & County of Honolulu  
Department of Waste Water Management

Hawaiian Electric Company, Inc.

State of Hawaii  
Department of Land and Natural Resources  
Division of Water and Land Development;  
Division of Boating and Ocean Recreation

#### 4.0 DESCRIPTION OF ACTION'S CHARACTERISTICS

##### 4.1 Project Summary (See Figure 1 - Location Map, and Figure 2 - Site Map, on the following pages)

**Applicant:** State of Hawaii  
Department of Land and Natural Resources  
Division of Water and Land Development for the  
Division of Boating and Ocean Recreation

**Recorded Fee Owner:** State of Hawaii  
Department of Transportation  
Harbors Division

**Approving Agency:** State of Hawaii  
Department of Land and Natural Resources

**Proposed Action (Project):** Expansion and renovation of an existing public comfort station.

**Project Location:** The comfort station is located on Mole "B" of the Ala Wai Boat Harbor on the southern shore of the island of Oahu within the district of Honolulu. The Ala Wai Boat Harbor is bordered on the west and northwest by Ala Moana Park and Aina Moana State Recreation Area (Magic Island); to the northeast by the Waikiki Prince Hotel, The Ilikai, and The Hilton Hawaiian Village; to the southeast by Fort DeRussy Beach Park; and to the southwest by the Pacific Ocean.

**Project Area:** The total area of the Ala Wai Boat Harbor is approximately 120 acres. The comfort station itself, including the proposed expansion, will cover approximately 2300 square feet.

**Tax Map Key:** 2-3-37:12

**Existing Zoning:** Public Precinct. The subject property lies within the Waikiki Special Design District.

**Development Plan Designation:** Preservation, Public, Quasi-Public.

**Other Designations:** The property lies within a special flood hazard area (100-year flood), and within the Special Management Area.

**Surrounding Land Uses:** Park, Commercial, Apartment, Resort Hotel.

## 4.2 Technical

### 4.2.1 Purpose of the Project

The expansion and renovation of Ala Wai Boat Harbor's Mole "B" Comfort Station is intended to alleviate congestion and overuse at the existing facility. The newly constructed 800 pier, which has added 60 boat slips and 28 moorings to the harbor, has greatly increased the demands on the existing comfort station. This project will also provide the opportunity to meet county building codes and the requirements for public accommodations of the Americans with Disabilities Act (ADA). These requirements were not in effect when the original comfort station was built in the 1970's.

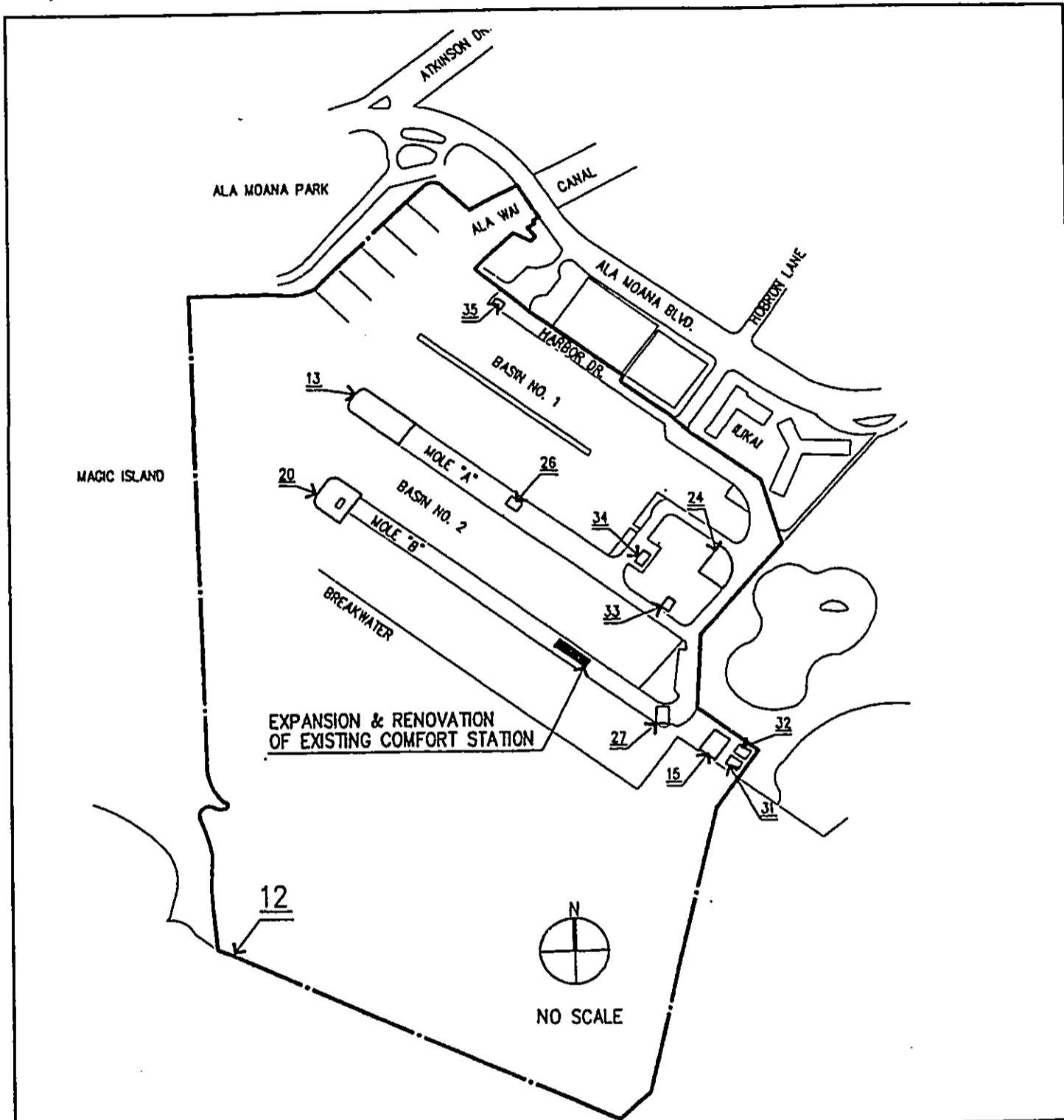
### 4.2.2 How the Project will be Accomplished

The State of Hawaii retained the architectural firm Gima Yoshimori Miyabara Deguchi Architects, Inc. to assess the condition of the existing comfort station facilities given the needs specified by the Department of Land and Natural Resources, to produce a design for the comfort station building, and to prepare detailed construction documents and specifications based on the approved design. These tasks have already been completed. In terms of financing, the legislature has committed the necessary C.I.P funds to build the project. The final step needed to accomplish the project is to obtain a Special Management Area Use Permit (SMP), a building permit from the City & County of Honolulu, and all other required governmental permits and approvals.

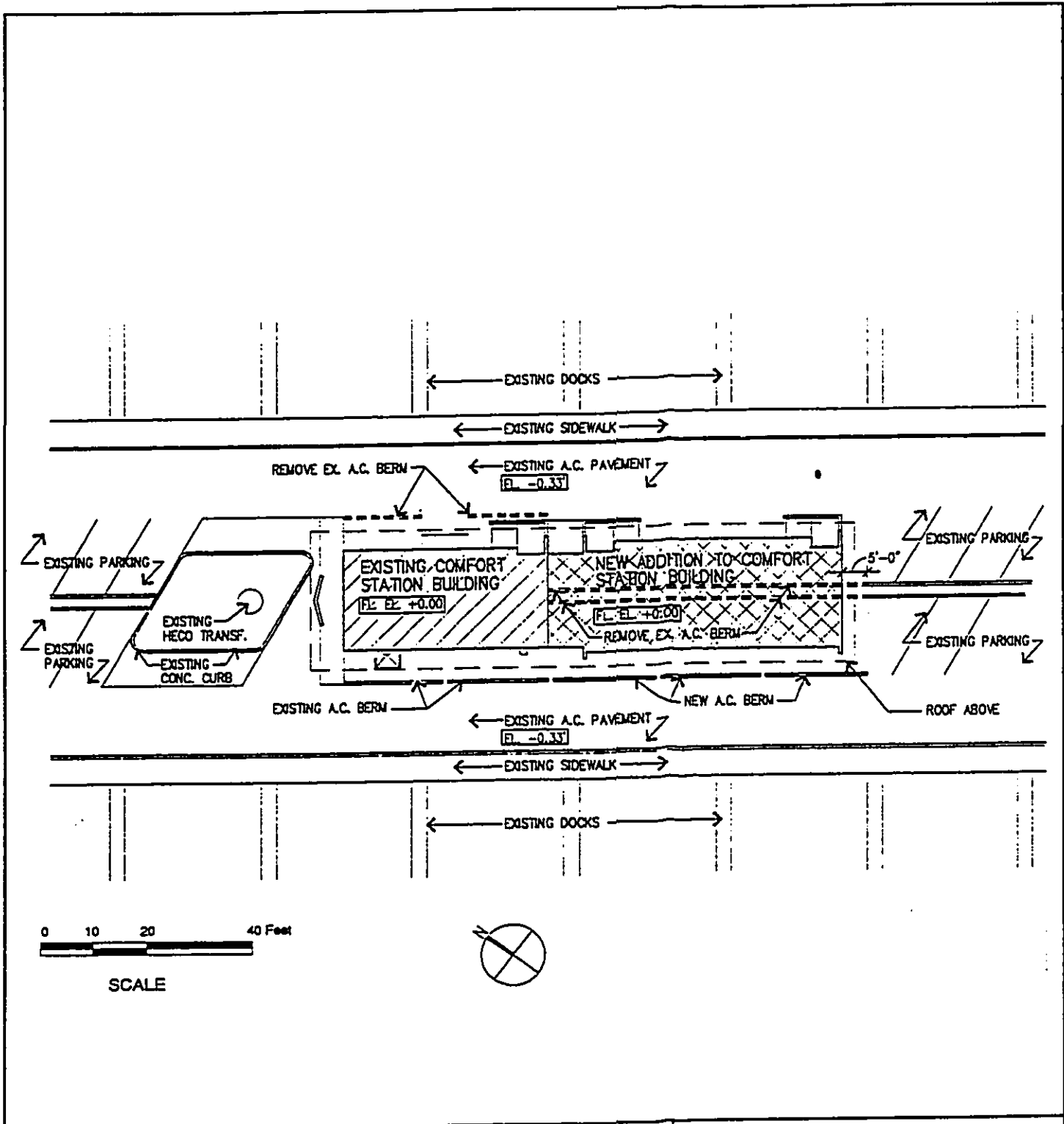
### 4.2.3 Physical Description of the Project

- a. **THE BOAT HARBOR** - Ala Wai Boat Harbor is one of four major docking facilities within urban Honolulu. While Honolulu Harbor and Kewalo Basin accommodate freighters and large commercial craft, Ala Wai Boat Harbor is primarily for the use of smaller recreational vessels. The harbor contains both privately owned yacht clubs and public mooring facilities operated by the state. The total capacity of the harbor is approximately 1000 vessels. The state operated facilities include 768 boat slips and moorings. In recent years the harbor has experienced 100% occupancy. There is currently a waiting list of 1400 boat owners who would like to use the facilities. Presently, there are four comfort stations located throughout the harbor. They have been deemed inadequate to handle the demand. When completed, the Mole "B" comfort station will be the largest of these facilities. This comfort station is generally open to the public and is utilized by boaters, swimmers and surfers. Outdoor cold water showers are provided at the comfort station and at the nearby swimming area. Hot water shower facilities, which are paid for by resident boaters through monthly mooring fees, are accessible only by keyed entrance.



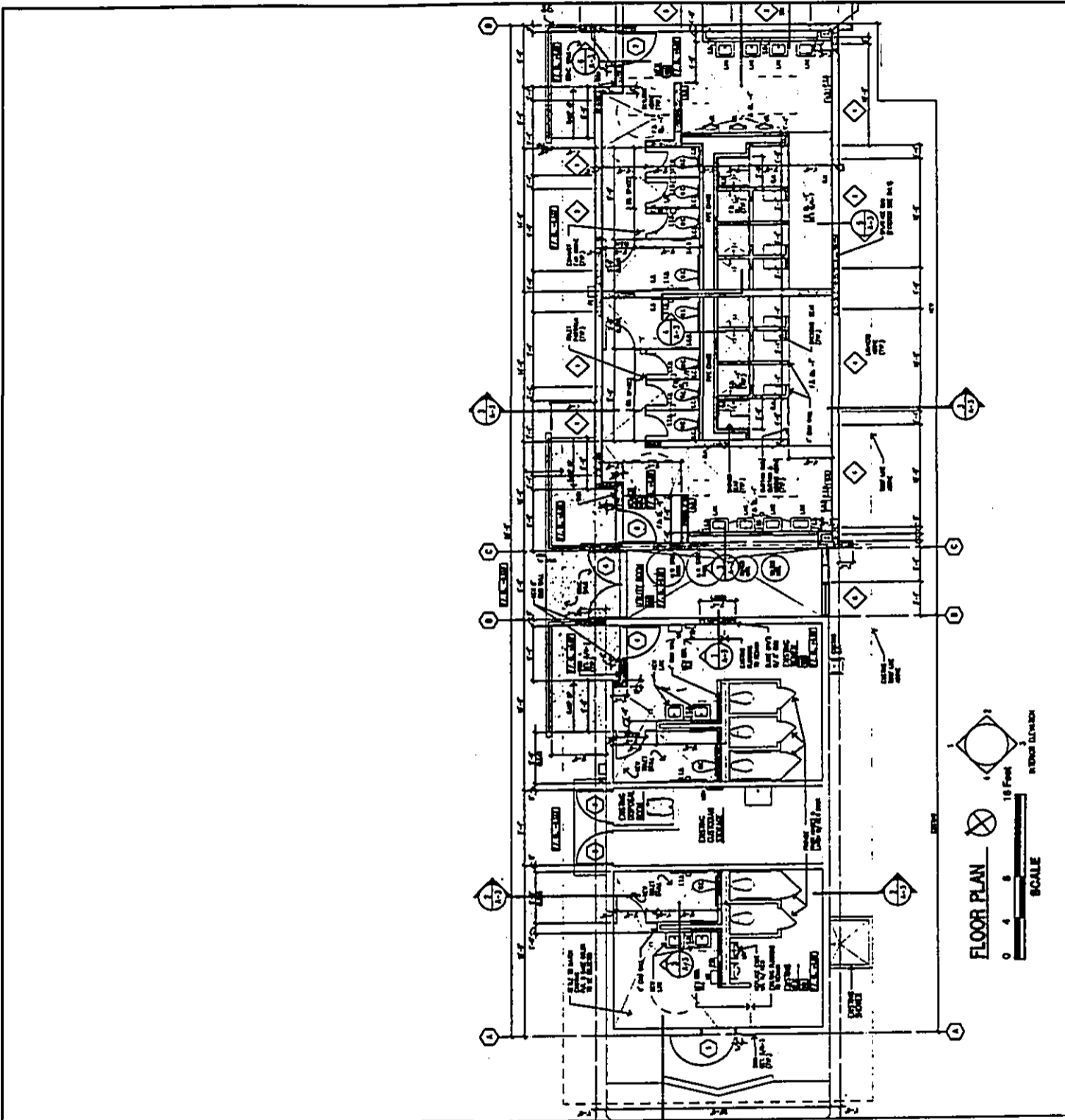


<p>Prepared for: Gima Yoshimori Miyabara Deguchi Architects, Inc.</p> <p>Prepared by: Wil Chee - Planning, Inc. Honolulu Hawaii</p>	<p><b>Figure 1</b> <b>LOCATION MAP</b></p>	<p>State of Hawaii Department of Land and Natural Resources</p> <p><b>Expansion &amp; Renovation of Ala Wai Boat Harbor Mole "B" Comfort Station Honolulu, Hawaii</b></p> <p>TMK 2-3-37:12</p>
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<p>Prepared for:</p> <p>Gima Yoshimori Miyabara Deguchi Architects, Inc.</p> <p>Prepared by:</p> <p>Wil Chee - Planning, Inc. Honolulu Hawaii</p>	<p>Figure 2</p> <p><b>SITE MAP</b></p>	<p>State of Hawaii Department of Land and Natural Resources</p> <p>Expansion &amp; Renovation of Ala Wai Boat Harbor Mole "B" Comfort Station Honolulu, Hawaii</p> <p>TMK 2-3-37:12</p>
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- b. **SITE** - The subject project is located towards the landward end of Mole "B", a long man-made seawall projecting from the main shoreline. Mole "B" provides mooring for approximately 150 vessels. The mole is surrounded by water except where it connects to the main shoreline. The sub-surface composition of Mole "B" is artificially placed rubble and structurally stable coral fill resting on a coral structure below the water surface. The surface of the mole, which is 75 feet wide, is paved over with asphaltic concrete for sidewalks and vehicular roadways. The property on which the comfort station is located is identified as Tax Map Key 2-3-37:12 and covers approximately 120 acres. Within Mole "B", the comfort station will cover a total of 2300 square feet. The original comfort station covers 1100 square feet of this total. Tax Map Key 2-3-37:12 has been designated by the Land Use Ordinance of the City & County of Honolulu as Public Precinct. It also lies within the Waikiki Special District and the Shoreline Management Area and is subject to the requirements of both.
- c. **INFRASTRUCTURE & UTILITIES** - Fresh water will be provided by the city's Board of Water supply through an existing 6-inch water main. The building will be joined to the water main by a new 2-inch cold water connection. A 4-inch sewer connection will join the building to an existing city & county 8-inch sewer main which currently handles the comfort station's sewage and wastewater output. An existing on-site Hawaiian Electric Co. transformer will continue to provide electrical power to the facility.
- d. **PUBLIC FACILITIES** - The nearest police station which provides protection to the area is located at 2405 Kalakaua Avenue. Fire protection is provided by Pawaa Fire Station No. 2. Supplemental fire and police protection are also available from the State of Hawaii harbor Patrol.
- e. **TRAFFIC** - Since users of the comfort station are primarily boaters resident in the harbor, access to the facility is usually by foot. There is also an existing asphaltic concrete roadway running the length of Mole "B" which provides vehicular access to the comfort station. There are approximately 220 existing parking stalls on the mole. The expansion will impact six to eight of these stalls. Handicapped stalls are already assigned.
- f. **FLOODING, TSUNAMI & DRAINAGE** - According to the Flood Insurance Rate Map of the Federal Emergency Management Agency, the comfort station is located in Flood Zone A which is designated as "Undetermined." The proposed structure will not have habitable areas constructed below the established tsunami inundation minimum elevations. The entire mole is hard surfaced with either asphaltic concrete paving or concrete slab. Adjoining lands are also man-made and will not contribute off-site drainage flow to the water-bound mole. Roof discharge as well as surface area accumulation from rainfall will sheetflow to the edges of the mole and spill into the harbor.



Prepared for:  
 Gima Yoshimori Miyabara Deguchi  
 Architects, Inc.

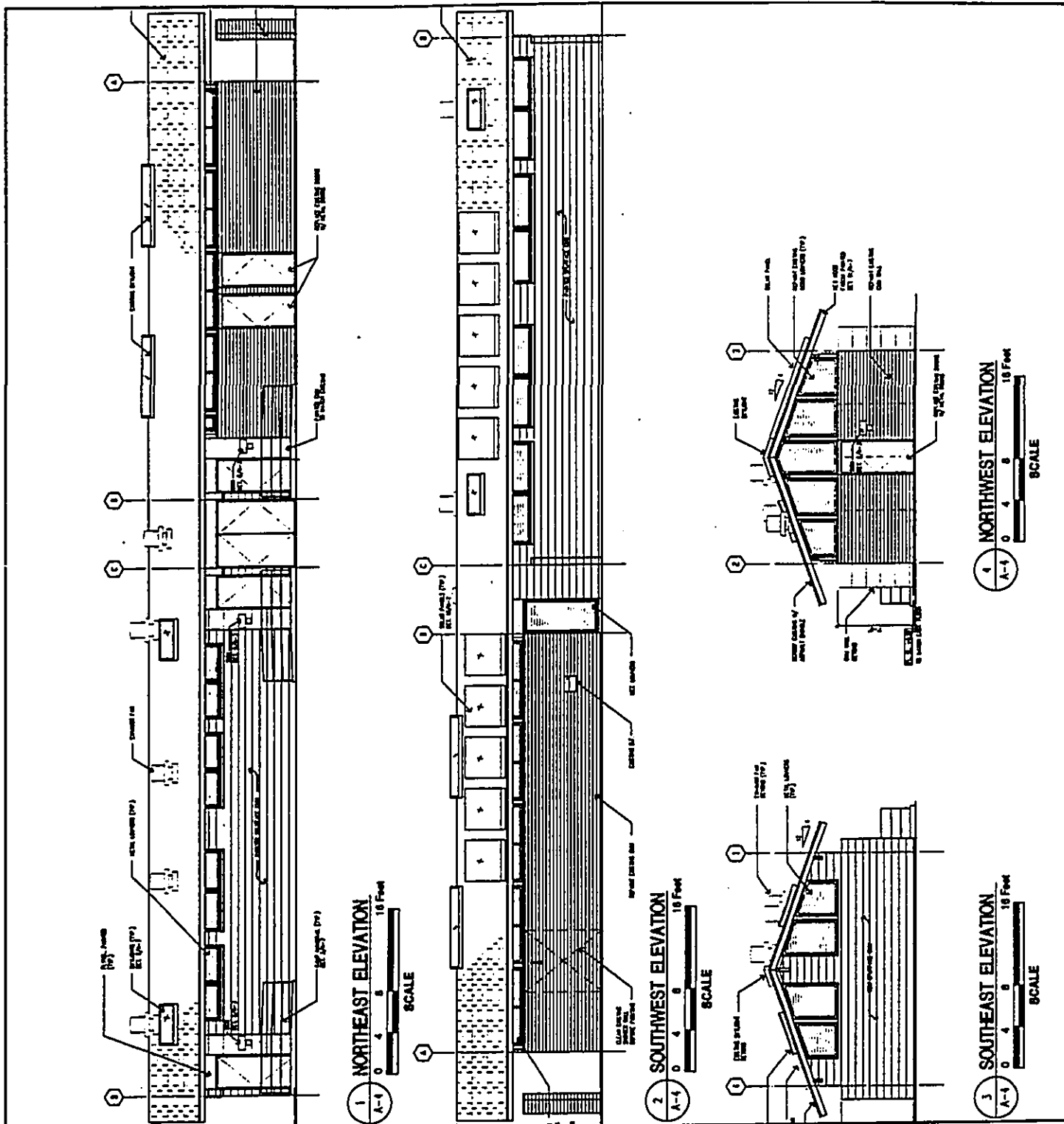
Prepared by:  
 Wil Chee - Planning, Inc.  
 Honolulu Hawaii

**Figure 3**  
**FLOOR PLAN**

State of Hawaii  
 Department of Land and Natural Resources

**Expansion & Renovation of  
 Ala Wai Boat Harbor  
 Mole "B" Comfort Station  
 Honolulu, Hawaii**

TMK 2-3-37:12



Prepared for:  
Gima Yoshimori Miyabara Deguchi  
Architects, Inc.

Prepared by:  
Wil Chee - Planning, Inc.  
Honolulu Hawaii

**Figure 4**  
**EXTERIOR ELEVATIONS**

State of Hawaii  
Department of Land and Natural Resources

**Expansion & Renovation of  
Ala Wai Boat Harbor  
Mole "B" Comfort Station  
Honolulu, Hawaii**

TMK 2-3-37:12

- g. **THE BUILDING** - The existing Mole "B" comfort station of approximately 1100 square feet is a one-story structure which houses men and women rest rooms and a custodian/storage room. The rest rooms, which have been in constant use for two decades, will be renovated and made accessible for the disabled according to the provisions of the Americans with Disabilities Act (ADA). The new facilities, of approximately 1200 square feet, will create new restrooms for both men and women and will include a storage/utility room. Fixtures in the new women's room will include four toilets, four lavatories, and four showers. The new men's room will contain the same number of fixtures with the addition of three urinals. The existing men's and women's rooms will receive one new handicapped toilet each. The new portion of the comfort station will be furnished with hot water by a solar system with a water heater back-up. The existing building is constructed of concrete masonry unit (split-face) walls, structural wood framing, wood shake roof and wood louvers. The concrete masonry unit walls will be painted to match the new finish and reroofing will be done with asphalt shingles. The new expanded portion of the building shall also be of concrete masonry unit walls, wood framing, aluminum louvers, and asphalt shingle roofing. The expansion will be accessible and have provisions for the disabled. (See figures 3 and 4 on the preceding pages.)

#### 4.2.4 Timing of the Project

After all of the necessary permits and approvals have been obtained, the State can proceed with the project. Construction time is estimated to be six months.

### 4.3 **Socioeconomic Characteristics**

#### 4.3.1 Economic Characteristics

Since the Mole "B" comfort station is a public amenity, provided to the users without charge, its operation does not generate direct income for the private or public sector.

#### 4.3.2 Social Characteristics

The shortage of comfort facilities at Ala Wai Boat Harbor has not caused extreme social consequences such as increase in crime or spread of disease. However, it has resulted in less tangible discomforts for the boating and ocean recreation community by causing overcrowding and waiting for facilities at peak times of the day. The resident boaters are very dependent on the public comfort facilities because their vessels do not contain all of the essential amenities. Also, the existing comfort station is not convenient for the disabled to use because there are no fixtures for the handicapped.

#### 4.3.3 Cost of the Proposed Action

As of this writing, the estimated construction cost for the subject project is \$327,000. It is a small but essential investment in the continued successful operation of Ala Wai Boat Harbor. This publicly funded capital improvement project is consistent with the State of Hawaii's intent for improved services to the private boat interests of the Honolulu area. The subject project does not significantly change or expand the existing use of the site. Other than the small land area that it covers and building materials involved and labor expended for construction, the project will not entail any irretrievable or irreversible commitment of resources. The expansion of the Mole "B" comfort station is another step in the implementation of long term improvement plans for the harbor facility.

#### 4.4 Environmental Characteristics

##### 4.4.1 Aesthetics

The project site is surrounded by some of the most densely developed lands on the island of Oahu. The Ala Moana commercial and apartment districts and the hotel/resort precinct of Waikiki are characterized by high-rise structures. These form a striking backdrop to the boat harbor as viewed from the ocean. In the immediate vicinity of the comfort station, the strongest visual elements are the forest of boat masts rising from the lines of docked vessels, the mass of nautical blue formed by canvas boat covers, and the predominant white of boat hulls, all reflected in the surrounding waters of the harbor.

##### 4.4.2 Generation of Air Pollution

In the long-run, the comfort station is unlikely to generate a significant level of air pollution since its operation does not involve on-site burning of fuels, usage of large amounts of toxic chemicals or waste products, nor any other activity that might produce significant air pollution. In the short-run, dust and air-borne debris may be produced as the result of construction activity.

##### 4.4.3 Traffic Congestion

The project is unlikely to create any significant long-term increase in vehicular traffic since most of the users reside in the boat harbor. Neither will it have an effect on boat traffic since it is correcting an existing deficiency in comfort facilities. Boat traffic in the harbor is determined by the number of slips and moorings available, not by demand.

##### 4.4.4 Noise Levels

Expansion and improvement of the comfort station is unlikely to produce a significant increase in noise levels in the long-run. In the short-run, construction activity may raise noise to an uncomfortable level.

##### 4.4.5 Effects on Water Quality

The comfort station is environmentally self-contained. Wastewater and sewage will be carried off-site through underground piping and will not affect the immediate environment. No significant effect on water quality is anticipated.

## **5.0 DESCRIPTION OF THE AFFECTED ENVIRONMENT**

### **5.1 Flora & Fauna**

Ala Wai Boat Harbor and its immediate surroundings are totally developed man-made entities. There are no remaining indigenous land flora and fauna. Landscaping is sparse and consists of planted materials. Ocean flora and fauna in the harbor are affected mainly by harbor boating usage.

### **5.2 Significant or Sensitive Habitats**

The harbor and adjacent land development do not contain any pristine natural environments, and, therefore, no significant natural habitats.

### **5.3 Historical/Archaeological and Cultural Sites**

The site has no historical or archaeological significance. Remnants, if they existed, have by now been submerged or have been removed and destroyed during the construction of the harbor and its land formations.

### **5.4 Adjacent Natural Resources**

The boat harbor is bordered to the west by Ala Moana Beach Park and Aina Moana State Recreation Area (Magic Island), and to the southeast by Fort deRussy Beach Park. All of these parks were artificially created. Most of the terrain was landscaped with planted materials and does not represent the original pristine environment on which the parks are sited.

### **5.5 Bodies of Water**

Several bodies of water can be found adjacent to Ala Wai Boat Harbor. They are the lagoon at Magic Island, the Ala Wai Canal which empties into the harbor, and the Hilton Lagoon. All of these are artificial man-made creations. The only natural body of water adjacent to Ala Wai Boat Harbor is the Pacific Ocean. The boat harbor itself and its land projections are man-made.



## 6.0 IMPACTS AND ALTERNATIVES

### 6.1 Identification of Positive and Negative Impacts

#### 6.1.1 General

In the typical construction project, much of the negative air quality and noise impacts are caused by the activities of pile driving, concrete pouring, grading, trenching, earth moving, and the use of heavy equipment used to accomplish these tasks. Since the subject project will be constructed on an existing building pad, on-site civil work will be minimal, therefore much of the negative impacts associated with these activities will be avoided. Nevertheless, some negative impacts will still be created by construction activity. These negative impacts are described in section 6.1.3 below.

There are several areas where the proposed project will have little or no impact on the environment.

**Traffic** - The expansion and renovation of the comfort station is unlikely to generate increased traffic volume beyond the site's capacity. Most users of the comfort station access the facility by foot.

**Aesthetics** - The low linear massing of the one-story comfort station will be quite unobtrusive amidst the surrounding visual elements, and will not present any negative aesthetic impact to its environment.

**Flora & Fauna** - Since the comfort station is sited on artificially created land and does not touch the water line, it will have no impact on ocean flora and fauna. The boat harbor and its surroundings are totally developed and contain no indigenous land species, therefore, the project will have no significant impact on land flora and fauna.

#### 6.1.2 Positive Impacts

Several positive impacts to the target community will be derived from this project.

First, the renovation will upgrade the condition of the heavily used twenty year-old facility.

Second, the demand for comfort facilities in the boat harbor has far outstripped the capacity of the original building, and the expansion will greatly alleviate this deficiency.

Third, the project will allow the state to upgrade this public facility to meet the requirements of the Americans with Disabilities Act. Wheelchair ramps will give handicapped persons more convenient access to the facility, and toilets, lavatories, urinals, and showers will be equipped and dimensioned for easy use by the disabled.

Fourth, in the short run, the project will benefit the community at large by providing employment for those involved with the construction and renovation of the comfort station.

Fifth, by providing an essential facility for the maintenance of health, comfort and personal hygiene, the subject project will have an immediate positive social impact on the target community. This includes the boaters who are either resident at the harbor or use their vessels frequently for recreational purposes, and swimmers, surfers and others who utilize the surrounding waters for ocean recreation.

Sixth, in the long run, provision of adequate comfort facilities to meet the growing demand will enhance the economic viability of the boat harbor and encourage continued and full usage of the Ala Wai Boat Harbor.

### 6.1.3 Negative Impacts

The only negative impacts anticipated from this project are short-term, and will be a direct result of construction activity. The likely negative impacts would affect air quality and noise quality. Construction vehicle activity will increase automotive pollutant concentrations in the vicinity of the project site as well as on traffic routes from the vehicles' home base. On-site stationary and mobile construction equipment will contribute to excess exhaust emissions. Fugitive dust emissions are likely to increase during the construction period. Construction related noise will also constitute a negative impact and, in the short-run, construction activity will increase the amount of traffic to and from the site.

## 6.2 Alternatives

### 6.2.1 No Action

Although Ala Wai Boat Harbor is not a residential community in the conventional sense, it still has an essential need for comfort facilities to maintain general health and hygiene of the residents. Since few boats have all of the necessary amenities, as a public facility, it is crucial that the state government provide them for the boating community. No action would perpetuate the current congestion and overuse of the existing comfort facilities. If not renovated, the twenty year-old structure would continue to deteriorate with constant use and would eventually become a health and safety hazard to its users. No action would also preclude upgrading the facility to meet the requirements of disabled persons.

### 6.2.2 Renovation of Existing Facility without Expansion

The only benefits of this action would be to slow the natural deterioration of the building and to improve the overall condition of the comfort station. It would do nothing to alleviate the deficiency in comfort facilities caused by increased capacity of the boat harbor and the resultant increase in user demand. The renovation would require upgrading to meet ADA requirements. Since handicap fixtures require more space than normal fixtures, working within the confines of the existing structure might even result in a decrease in the total number of fixtures.

### 6.2.3 Alternative Site

The present location is well placed within the harbor to serve the additional boating population created by the completion of the 800 pier. There is also a definite advantage to expanding an existing facility since all of the basic utilities are already in place and functioning. Providing new utility lines and facility start-up in another location would add greatly to the cost of the project and increase construction time.

## (7) PROPOSED MITIGATION MEASURES

### 7.1 Air Quality

Measures to control equipment and dust emissions are required according to the Department of Health's Public Health Regulations on Air Pollution Control (State of Hawaii). Equipment emissions can be minimized by proper maintenance of all vehicles and equipment. Dust emissions can be minimized by strict adherence to State air pollution control standards.

## **7.2 Noise Quality**

Audible construction noise will probably be unavoidable during the entire project construction period. Adverse impacts from construction noise, however, are not expected to be in the "public health and welfare" category due to the temporary nature of work and the administrative controls available for its regulation. The contractor will be required to obtain a noise permit if noise levels are expected to exceed allowable levels as specified in the State Department of Health's Public Health Regulations, Title 11, Chapter 43. The contractor is responsible for properly maintaining construction equipment to minimize noise levels. All internal combustion engines will be required to have mufflers or other noise suppression devices in proper working order. Heavy vehicles required for construction must comply with the State Department of Health's regulations for vehicular noise control.

## **8.0 DETERMINATION**

The project is not expected to cause significantly adverse impacts to the environment. The project constitutes an upgrading and expansion of an existing use that has not exhibited any negative environmental impacts in the past. Therefore, it has been determined that a negative declaration for its construction should be filed.

## **9.0 FINDINGS AND REASONS SUPPORTING THE DETERMINATION**

- 9.1** The expansion and renovation of the comfort station will not involve an irrevocable commitment to loss or destruction of any natural or cultural resources.
- 9.2** The project does not conflict with any County or State environmental or planning policies.
- 9.3** The project does not adversely affect the economic and social welfare of the City & County of Honolulu or the State of Hawaii.
- 9.4** The project will not generate secondary impacts on population or public facilities.
- 9.5** The project will not cause a substantial degradation of environmental quality.
- 9.6** The project will not affect any rare, threatened or endangered species of flora or fauna. No endangered flora or fauna are known to exist on the proposed site.
- 9.7** The project will not adversely affect air or water quality, or the ambient noise environment of the area except in the short-run during construction.

For the reasons cited above, the proposed comfort station project will not have any significant negative environmental effect in the context of Chapter 343, Hawaii Revised Statutes and section 11-200-12 of the State Administrative Rules.